# AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all ersons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)

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N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia. Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
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THOMAS & EDMUND GEORGE, Philadelphia.

R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

### KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.— As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which oc-curred some few days since on the Philadel-phia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the par ticular plan of the con-struction, the accident was entirely unknown to any of the passen-gers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan

the same kind of acci-dent would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

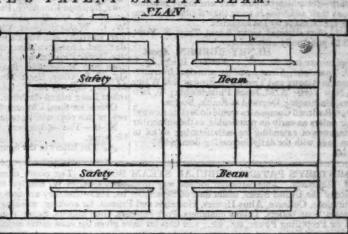
Wilmington, Del., Sept. 28, 1840.

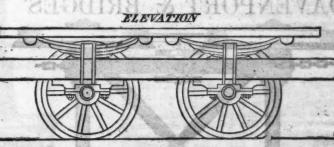
The undersigned takes pleasure in attesting of the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

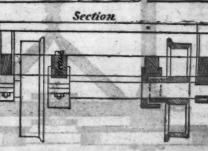
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendant,
W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.







The Employed

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their vary general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. Ja45

PATENT RAILROAD, SHIP AND BOAT
Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invalua-ble, as their adhesion is more than double any com-mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York,

will be punctually attended to.
HENRY BURDEN, Agent HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

\*4\* Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufcturing so as to keep pace with the daily increasing demand.

ja45

### FRENCH AND BAIRD'S PATENT SPARK ARRESTER

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any nerecolore onered to the public The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from he smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who

on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company, Richard Peters, Superintendant Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendant Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Mourier Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, Presistedent Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whit-

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

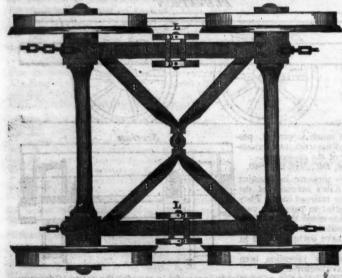
te terms.

\*\* The letters in the figures refer to the article given in the Journal of June, 1844.

\*\* The letters in the figures refer to the article given in the Journal of June, 1844.

BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

#### BRIDGES' PATENT & CAR AND





DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justly-celebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in

than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, as seeden in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

DAVENPORT & BRIDGES.

will be executed with promptness and despatch.
Communications addressed to Mr. William H.
Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY, ja45

President of the Newcastle Manuf. Co.

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand by
A. & G. RALSTON
Mar. 20tf
A South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being conditions and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer, Albany, N. Y.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walaut Streets, PHILADELPHIA

RAILROAD IRON.—THE MARY-LAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,

jy451m President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of Bituminous Coal and Iron Ore, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together these sites offer remarkable advantages to practice manufacturers with small capital. For pamphlet descriptive of the property, and further information apply to Archibald McIntyre, Albany, to Archibal Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILI

Dam For Sale. A lot of land on Gravelly
Point, so called, on the Mill Dam, in Roxbury,
fronting on and east of Parker street, containing
68,497 square feet, with the following buildings
thereon standing.

Main brick building, 120 feet long, by 46 ft wide,
two stories high. A machine shop, 47x43 feet, with
large engine, face, screw, and other lathes, suitable
to do any kind of work.

to do any kind of work.
Pattern shop, 35x32 feet, with lathes, work benches, &c. Work shop, 86x35 feet, on the same floor with the

pattern shop.

pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x454 feet two stories high, with a shed part 454x20 feet, containing a large air furnace, cupola, crane and corn oven.

corn oven.

corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

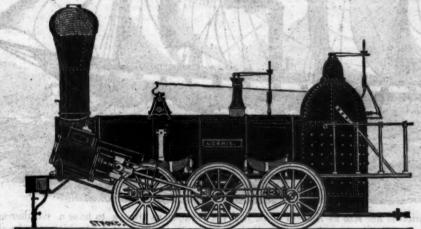
Boiler house 50 feet long by 30 feet wide, two stories.

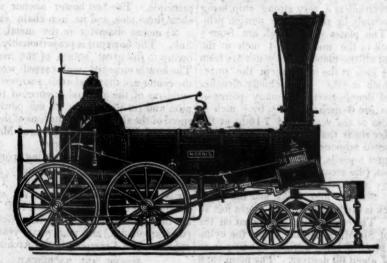
Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 46
State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.
Fanadelphia. july

CYRUS ALGER & CO., South Boston from Company.

## NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.





MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descrip

15 inches Diameter of Cylinder, × 20 inches Stroke. 2, 14 × 24 " 144 23 -× 20 · · . 66 121 46 25 × 20 \* " × 20 " 4, (C. W 44 4 44 66 66 5  $\times$  20 66 . ...

es en

× 18 -- " 104 With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.
Castings of all kinds made to order: and they call attention to their Chilled Wheels the Trucks of Locomotives, Tenders and Cars.

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NORRIS, BROTHERS.

## STEAM SHIP GREAT BRITAI



We referred in our last, to the arrival of this portion to her size as those of some iron ves- side, so as always to have a weather and a monster ship. We have since, by the politeness of the agent, Richard Irvin, Esq., and her gentlemanly commander Captain Hosken, had an opportunity of examining her at our leisure. A single visit gives one only an opportunity to examine and admire the beauty, and strength of this remarkable structure and a half dozzen visits would not enable us to give as good a description as the following.

The ship is entirely built of iron, with the exception of the boarding of her decks and some of her cabin fittings and carved work. Her model is somewhat peculiar, yet accordant with the taste (when she was built) of many nautical men; and the speed she has since attained, together with her good sea qualities, prove that their opinions were well founded. Her sides tumble or fall in, a good deal towards the top deck, from about the middle of her length to the stern, giving her a man-of-war like appearance, and a wholesome rotundity in the after body. bearing for a steamer, and more aloft might of have produced heavy rolling in a sea-way. Her bottom bearings are simple and she is finely moulded with a sharp entrance, apdecreasing in thickness from the keel upwards, and angle iron ribs of great strength.

The plates are not, however, so thick in profrom the deck, are fitted with doors on either

sels since constructed, particularly those built at North Birkenhead, (for war purposes) but she is nevertheless a very strong ship, being principle. The best bower anchor weight bound securely by rods on the tension principle. The plates of her keel are from  $\frac{3}{4}$  of  $2\frac{1}{4}$  inches diameter in the metal of the inch thick in the middle, to 1 inch at the link. The bowsprit is proportionably short, ends, and all the plates under water are from owing to the great length of the vessel.— \$\frac{1}{8}\ths to \frac{1}{2}\text{ inch at the top, except the upper plate which is \$\frac{1}{8}\ths. She is chiefly clencher built, and double riveted at many points.—
The ribs are 6 inches by  $3\frac{1}{2}$ , by  $\frac{1}{2}$  inch at the bottom of the vessel, and 7-16ths at the top. Her rig is that of what may be called a six-masted schooner, with fore and aft sails, and lugger topsails, with the exception of the mainmast, (the second from the bow,) which will carry a square mainsail and a topsail over it. She has four decks, and the upper spar deck is three hundred and eight feet in length. The engines are somewhat on the patent of Sir Mark Brunel, with the cylin- (who supplied it,) and who some years ago the longitudinal centre, her sides are rather flattish, but she has, after all, abundance of bearing for a steamer and construction of the service of the se for the turning of the screw, and which is of great length and large diameter, was made at the Mersey Iron Works, in Liverpool; and is itself a great curiosity.

On the spar deck there are eight sky-lights

proaching the plough form, and an equally for the fore saloon, and one large light over the run. Her upper works, like most of the Bristol ships, are plain, but substantial in apartments have borrowed lights from these, finish. The hull is formed of iron plates,

about three tons, and its iron chain cable is The bow is enriched with carved work; in the center are the royal arms, surrounded by emblems of the arts and sciences of the em-pire, and (in illustration of the power and speed of the ship,) representations of the thun-derbolt of Jove and the caduceus of Mercury. THE SCREW

she defe all ed and Try in arr boot two aid and tail in the fortion Try the the the the she are the try in the the the try in the the try in th

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Perhaps the most interesting portion of the whole structure is the machinery, and the Screw by which she is propelled. The latter is on the same principle, but slightly modified, as that invented by Mr. F. P. Smith, of the Patent Ship Propeller Company exhibited it at Liverpool in the Archimedes.

ROILER AND MACHINERY.

	Bolliet and Machinetti	
ķ	Roller Isquare on plant about	0
3	Polici Indanie on bian apodetiti ititi	0
d	Length of fires	ò
7	Width of fires	0
d	Total surface of fire bar [feet superficial]281	O
3	Chimney, diameter 8	V
	Height of chimney, about	U
ì	Diameter of four cylinders	9
Ļ	Length of main wrought iron shaft15	9
	Diameter at centre for driving wheel 2	3
	Weight in the rough, as from the forge, up-	
d	wards of sixteen tons.	
9	Diagonal framing for support of shaft, of very	
1	hard and strong foreign wood.	1
	Cranks, thickness at large hole 1	-
1	Comment of the commen	

.. 6

ship, both of ship and machinery, appear to be of the first order.

On the angle iron beams of the lower feet wide by half an inch thick, running addition to her crew, officers, firemen, &c., well inspected from this apartment along against each side of the vessel, the she can accommodate 252 passengers, each and riveted on the flat angle iron beams.-This continous plate is made of the ordina any other temporary convenience.

gitudinally 3 inches thick in the middle, 6 berths. About twelve of these on each side inches near the sides, from which there is a of the deck will be reserved for ladies, as about equal to a mile in length. mass of timber forming the "water ways," increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron feet in dept against the outside plating, forming a company of the construction of the hull and engines, increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron feet in dept against the outside plating, forming a company of the construction of the hull and engines, and the construction of the hull and engines, increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron from the construction of the hull and engines, increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron from from the construction of the hull and engines, increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron from from the construction of the hull and engines, increasing the construction of the hull and engines, increasing from about 6 inches to about 2 modius ladies' boudoirs, or private sitting the enormous quantity of 1500 tons of iron from from the construction of the hull and engines, increasing the construction of ing a curve surface against the ships sides, advantages of this arrangement must be obplanking of the first saloon deck consists also ing berths without their being the slightest for equal strength.

of longitudinally laid planks, 6 inches wide, necessity of their appearing in public. The 4 inches thick, with water ways 10 inches frame-work of the stair cases, communicating, thick at the sides; and as it lies on the before mentioned horizontal plates, the projector far more wide and commodious than is genetically a hole of ten inches.

The main shaft is 28 inches in diameter in the centre, and 24 inches in the bearings; in fore mentioned horizontal plates, the projector far more wide and commodious than is genetically a hole of ten inches.

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packing ring are turned cylindrical, and in-relieved with blue, white, and gold. At the serted into holes of 2; inches diameter, drill-stern-end are a number of sofas, which range ed into the top of the piston. The holes to one above the other, nearly up to the stern-The hull is divided into five distinct comders. The pistons are worked by eccentrics, or sleeping places, and in the saloon below partments, by means of water tight iron bulkin the usual way, but the 'reversing' is effected by an 8 feet spur wheel attached to the
The whole of the materials and workmaneccentric, with an appropriate contrivance to
leading from the saloons, and running

THE CABINS.

edge of which is fitted up against the ribs, of whom can be provided with a single bed,

The upper, or main deck, is planked lon-ly comfortable state rooms and sleeping feet. The other masts proportionate. the ship, with 6x4 inch water ways, as in ning saloon, which is 98 feet six inches long, by 30 feet wide. This is really a beautiful hole when the engines are at work. The boiler presents a great space of heat uselessly squandered in procuring for it short, or coupling parts. The part next the inches, into which the piston dips; this depression fits into the bend of the ship, and is therefore taken advantage of in depressing Twelve similar columns also range down altogether 38 tons. both faces of the piston, and also dishing the the walls on either side. Between these latter cylinder cover to about 9 inches at the centre and the entrances to the sleeping-berths are thereby affording the connecting rod to be (on each side of the deck) eight pilasters in that much larger. The piston is cast with the Arabesque style (of which character the its top and bottom face, arms and outer ring, room generally partakes,) beautifully painin one piece; and for fitting in the keys to ted with oriental birds and flowers. On fasten to the rod there are two holes, into one either side are seven doors, which open into as of the spaces between the arms through many passages, each of which communicates which the fitting and fastening is perform with four bedrooms. The archways of the ed, and which holes are then stopped by cir- several doors are tastefully carved and gilded cular plates, with valve mitre edges, and and are surmounted with neat medallion made fast. The rubbing or the 'metalic' heads. Some looking glasses are so arranged surface of the piston is one ring of cast iron, as to reflect the saloon lengthwise at two op-cut open at one point, with a half-lapped joint posite sides, from which a very pleasing

athwart the ship.

In the forecastle are berths, 36 in number, The Great Britain has 26 state rooms with for a portion of the crew. The iron ribs, and decks there is an iron plate of from 2 to 3 one bed each, and 113 with two; so that in the mode in which the ship is rivetted can be

The length of the Great Britain from her and that without making up a single sofa, or figure head to her taffrail being 322 feet, she is 60 or 70 feet longer than a line-of-battle ry boiler plates, united at the end with a joining fillet, single riveted to each, and over it
nade saloon are painted in delicate tints; and are affixed to the deck by iron joints, and in are laid the deck planks, to which they are along the sides are several fixed chairs of the event of a strong head wind, can be low-bolted; it being therefore firmly secured because the beams and planking, cannot fail to which range down the centre of the promes ameter of the mainmast below is 34 inches. aid very materially in resisting any sudden and partial resistance externally, and to mainto the double purpose of ornament and its height above the the level of the deck and partial resistance externally, and to mainto the room and support to the deck. In this tain the original form.

The original form.

The rigging is of iron wire rope, offering above and below, to admit of which the iron beams are bent down at the ends. The neglige will be enabled to reach their sleep-

tion is all above the surface of the deck .- rally met with on ship-board. From this It has been lightened by a hole of ten inches The planking of the third deck runs across promenade you descend into the main or din- in diameter bored through it. A stream of

ing surface, and is amply strong for conden-gaudy decorations, not harmonizing with its engine, solid, 28 feet by 16 inches in diameter. sing engines. The foundation plate of the uses, but its fittings are alike chaste and eleengines has a conical depression of about 12 gant. Down the centre are twelve principal 8 inches diameter. The screw part is 25

	SIZE
1	The following are the dimensions of the ship:
	Length of keel
	Length from figurehead to tafrail 329 "
	Extreme width
	Depth of hold, from upper or spar deck., 384 "
ľ	Burthen by old measurement about 3443 tons.
	Power 2 engines 500 horse power each. 1000 "
	Reiler [souare] 34 feet by 22 in neight
	Furnaces, 24—12 forward and baft.
,	Stroke of piston 6 feet.
ľ	Displacement of water, when drawing
k	about 16 feet, or loaded, about 3000 tons.
l	Stowage for coal
l	Stowage for coal
	Stowage goods, additional, about 1200 "
•	Dining accommodation for 380 passengers.
h	Crew and firemen, 360 persons.

	TEMPORAL OF	OT A		ENGLI	SH RA	ILROA	AD SHAR	Dividend at last	E SALEY	. NEV	V AND P	ROPUS	ED	Share
adith blog but fails	10344	3000	ounds. raised	inds ised	1 sp	hth:	nings, in six months latest bal	meeting.	4 3 4 5	{	RAILW			Capit
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NAME OF RA'LWA	eresin n		Total sums, in authorized to b	to b	47	a in	sheets.  sl carnin sl carnin sl, for six tod in la sheets.	share cent.	share.		ley Junc t and Ba			200,
NAME OF RALLWA	onerv side		# 8 H	sums rized in or n	sums, in	lo i	Total earni pounds, for si as stated in lance sheets.	The Participant and Table 1987	- See		burn and		ngton.	400.
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Australian Trust Company Jeneral hteam Navigation it Western Steam Pa Metropolitan Wood Pav Patent Elastic Pav. Peninsular and Oriental. Ditto Polytechnic Institution Reversionary Int. Soc R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry	5,700 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 4,000 1,500 Cas 1,432 720 3,000 4,000 1,500	100 15 10 1 1 50 50 50 100 25 10 50 100 100 1100 113 100 118 116 1160 1100	18½ 35 14 1000 6 1 50 40 100 60 5 7½ 50 100 79 100 100	10 5 5 7 7 6 41 10	34½ 27½ 25 6½ 1½ 64¼ 64¼ 64¼ 65½ 15 15 15 15 13½ 366 3	27 M 27 M 665 SS 665 SS 68 SS 70 SS 88 SS 70 SS 88	Monmouthse Melton Mow Mersey and I Macclesfield Neath	bray bray bray bray bray bray bray bray	250 3,000 24' 1,786 21,418 500 800 700 500 300 200 533 2,600 2,600 8,144 1,000 98 Water 4,800	100   100   100   100   100   100   100   100   100   100   100   125   150   150   145   150   150   125   150	100 100 100 100 100 100 334 125 150 140 125 145 150 100 261 50 191 100 100	10 10 21 17 30 24 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	117 15 365 25 120 123 480 230 360 240 30 10
Australian Trust Company Jeneral hteam Navigation At Western Steam Pa Metropolitan Wood Pav Patent Elastic Pav. Peninsular and Oriental. Ditto Polytechnic Institution Reversionary Int. Soc A. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel. University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford	5,700 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 1,500 Cas 1,432 3,000 4,000 4,000 1,500	100 15 10 1 50 50 50 100 100 25 10 50 100 110 113 113 110 118 1160 100 do.	18½ 35 14 100 6 1 50 40	10 5 5 7 7 6 41  10  20 24	34½ 27½ 25 6½ 1½ 66¼ 11 104 3€½ 15 105 11 106 11 107 11 108 11 109 12 109 12	27 M 65 S 65 S 65 S 70 V 80 660 S 660 S 70 V 80 660 S 80 80 S 80	Monmouthse Melton Mow Mersey and I Macclesfield Neath. Oxford	oncon  Worcester  Medway, d Birminghan d Napton	256 3,000 24* 1,786 21,418 500 500 500 500 500 500 500 50	100   100   100   100   100   100   100   100   100   100   100   125	100 100 1 0 1 0 100 100 100 133 125 150 140 125 145 150 100 26 15 100 100 100 100 100 100 100 100 100	10 10 21 17 30 24 6 71 25 12 14 19 15 51 65  104 81	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	1177 153655 251200 1232 4800 2300 3600 2400 300 100
Australian Trust Company Seneral hteam Navigation it Western Steam Pa Metropolitan Wood Pav Peninsular and Oriental Polytechnic Institution Reversionary Int. Soc R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Erewash	5,700 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 4,000 1,500 Cas 1,432 720 3,000 4,000 4,000 1,500 4,000 1,500 4,000 1,500 4,000 2,000 4,000 2,000 4,000 2,000 4,000 2,000 4,000 2,000 4,000 2,000 4,000 2,000 4,000 4,000 2,000 4,000 2,000 4,000	100 15 10 105 50 50 100 100 25 10 100 100 100 113 113 160 100 do.	18½ 35 14 1000 6 1 50 40 100 60 5 7½ 50 100 79 100 100	10 5 7 7 6 41 10  10 20 24 9	34\\\ 27\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 665 S 665 S 680 S 680 S 690	Monmouthse Melton Mow Mersey and I Macclesfield Neath	bray bray bray bray oncon  ll Worcester  hy & Rail Av ersey Medway d Birminghan d Napton  B. Ann and Salford	256 500 3,000 24' 1,786 21,416' 500 800 700 500 300 200 533 3,766 2,600 8,146 1,000 988 Water 4,800 1,500 1	100   100   100   100   100   100   100   100   100   100   100   100   125	100 100 100 100 100 100 334 125 150 140 125 145 150 100 261 50 191 100 100	10 10 21 17 30 24 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	117 153655 25 1200 123 480 230 360 240 30 10
Australian Trust Company Jeneral hteam Navigation At Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Peninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel. University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde.	5,700 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Cas 1,432 720 3,000 4,000 4,000 1,500 4,000	100 15 10 1 50 50 100 100 25 10 50 100 100 113 100 118 160 do. do. 400 4	18½ 35 14 100 6 1 50 40	10 5 7 7 6 41 10 	34\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 65 S 65 S 65 S 68 S 68 S 69 S 60 S	Monmouthse Melton Mow Mersey and I Macclesfield Neath	ine bray frwell	256 3,000 24' 1,786 21,416 500 800 700 530 200 533 3,766 2,600 8,14' 1,000 98 Water 4,430 1,500 6,486 1,500	100   100   100   100   100   100   100   100   100   100   125   150   145   125   150   145   150   125   150   125   150   125   150   125   150   125   150   125   150   100	100 100 100 100 100 100 100 334 125 150 140 125 145 150 191 100 261 50 191 100 41 2-3	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	117 15365 25120 120 123 480 230 360 240 30 10
Australfan Trust Company Seneral hteam Navigation At Western Steam Pa Metropolitan Wood Pav Patent Elastic Pav Peninsular and Oriental Ditto. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Forth and Clyde. Grand Junction	5,700 20,000 11,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Cas 1,432 720 3,000 4,000 4,000 5,000 4,000 1,500 4,000 1,500 4,000 1,500 1,432 720 3,000 4,000 1,500 1,432 720 1,432 720 1,432	100 15 10 1 50 50 100 100 25 10 50 100 100 113 113 160 100 do. do. 400 100	18h 35 14 100 6 1 50 40  100 6 5 7h 50 100 100 do. do. do. do. do. do. do. do. do. do.	10 5 7 7 6 41 10  10 24 9 32 4 7	34\(\frac{1}{2}\) 25 6\(\frac{1}{2}\) 1\(\frac{1}{2}\) 66\(\frac{1}{4}\) 1\(\frac{1}{2}\) 104 3\(\frac{1}{2}\) 15 15 15 13\(\frac{1}{4}\) 365 3250 2250 2250 2105 1440 4440 44162 1162	27 M 27 M 665 SS 65 SS 65 SS 88 SS 70 SS 88 SS 70 SS 88	Monmouthse Melton Mow Mersey and I Macclesfield Neath	bray bray bray bray oncon  ll Worcester  hy & Rail Av ersey Medway d Birminghan d Napton  B. Ann and Salford	250 3,000 24' 1,758 21,418 500 500 500 300 200 500 3,760 2,600 3,760 2,600 4,433 5,500 1,500 6,488 1,490 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,4	100   100   100   100   100   100   100   100   100   100   125	100 100 1 0 1 0 100 100 100 133 125 150 140 125 145 150 100 26 19 100 100 41 2-3 30	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 65	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88	117 15365 25120 120 123 480 230 360 240 30 10
Anglo Mexican Mint Anti Dry Rot Australian Trust Company General hteam Navigation St. Western Steam Pa Metropolitan Wood Pav Metropolitan Wood Pav Peninsular and Oriental Ditto Polytechnic Institution Reversionary Int. Soc R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde Grand Junction Grand Surrey Gloucester and Rerkley	5,700 20,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 3,000 4,000 3,000 4,000 1,432 720 3,000 4,000 4,000 1,500 4,000 1,500 4,000 1,297 11,600 1,500	100 15 10 1 1 50 50 100 100 25 10 100 100 100 118 160 100 do. do. 400 100 do.	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100 100 do. do. 40½ 100 do.	10 5 7 7 6 41 10 	34\\\ 27\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 65 S 65 S 65 S 804 S 80	Monmouthse Melton Mow Mersey and I Macclesfield Neath. Oxford	ine. bray bray frwell.  oncon  il.  Worcester  hy & Rail Av tersey  Medway, d Birminghan d Napton.  B. Ann. and Salford S. London esex.	256 500 3,000 24' 1,786 21,411 500 600 600 600 600 600 600 600	100   100   100   100   100   100   100   100   100   100   100   100   125   150   150   150   150   150   100   100   Work   100   25   100   100   Work   100	100 100 1 0 1 0 100 100 100 100 125 150 140 125 145 150 100 26 19 110 100 41 2-3 30 100 63	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65  101 81 81 5 61	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	117 15365 25120 123 480 230 360 240 30 10
Australfan Trust Company Seneral hteam Navigation It Western Steam Pa  Metropolitan Wood Pav Patent Elastic Pav Peninsular and Oriental Ditto. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde. Grand Junction Grand Surrey Gronntum Grand Surrey Grantham	5,700 20,000 15,000 10,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Cas 3,000 4,000 5,000 4,000 1,500 1,432 720 3,000 4,000 1,500 1,500 1,500 1,500 1,500 1,500 1,500 1,500	100 15 10 1 1 50 50 50 100 25 10 100 100 100 100 113 100 do. do. do. do.	18h 35 14 100 6 1 50 40  100 6 5 7h 50 100 100 do. do. do. do. do. do. do. do. do. do.	10 5 7 7 6 41 10 20 24 9 32 4 7	34\\\ 27\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 665 S 665 S 680	Monmouthse Melton Mow Mersey and I Macclesfield Neath	ine bray frwell	256 500 3,000 24' 1,786 21,411 500 500 300 200 533 3,766 2,600 8,14' 1,000 4,43' 5,500 6,486 1,000 8,290 1,000 1,0	100   100   100   100   100   100   100   100   100   100   100   125	100 100 100 100 100 100 100 334 125 150 140 125 145 150 191 100 261 50 191 100 41 2-3	10 10 21 17 30 21 6 71 25 12 14 19 15 51 65 65 71 21 81 81 5 61	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122	117 15 365 25 120 123 480 230 360 240 30 10 10 57 55 127
Australian Trust Company Jeneral hteam Navigation It Western Steam Pa  Metropolitan Wood Pav Patent Elastic Pav Peninsular and Oriental Pitto.  Polytechnic Institution Reversionary Int. Soc.  R. Mail Steam Packet South Western Steam Ship Owners' Towing Thames Tunnel University College  Ashby de la Zouch Barnsley Birmingham, 1-16 share Do, and LiverpoolJunction Coventry Cromford Derby Erewash Forth and Clyde. Grand Surrey Gloucester and Rerkley. Grantham Lancaster	5,700 20,000 11,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 5,000 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 1,600 1,500 1,600 1,	100 15 10 10 150 50 100 100 25 10 50 100 100 113 113 160 100 do. do. do. do. do. do.	18½ 35 14 100 6 1 50 40 100 60 5 7½ 50 100	10 5 7 7 6 41  10  20 24 9 32 4 7	34\\\ 27\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 65 S 65 S 65 S 70 S 70 S 80 660 S 60 S 70 S 80	Monmouthse Melton Mow Mersey and I Macclesfield Neath	ine bray frwell	256 500 3,000 24' 1,786 21,418 500 500 500 300 200 533 3,76' 2,600 8,14' 5,000 8,14' 5,000 1,500 6,488 1,000 8,290 1,066	100   100   100   100   100   100   100   100   100   100   100   125	100 100 1 0 1 0 100 100 100 100 125 150 140 125 145 150 100 26 19 110 100 41 2-3 30 100 63	10 10 10 21 17 30 21 6 6 71 25 12 14 19 15 51 65 	15 365 505 25 120 360 230 360 240 30 495 10 167 122 28 223 88 57 55 126	117 15 365 25 120 123 480 230 360 240 30 10 10 57 55 127
Australian Trust Company Jeneral hteam Navigation It Western Steam Pa Metropolitan Wood Pav. Patent Elastic Pav. Peninsular and Oriental. Ditto. Polytechnic Institution Reversionary Int. Soc. R. Mail Steam Packet. South Western Steam. Ship Owners' Towing. Thames Tunnel. University College.  Ashby de la Zouch Barnsley. Birmingham, 1-16 share Do, and LiverpoolJunction Coventry. Cromford. Derby Erewash. Forth and Clyde. Grand Junction. Grand Surrey. Gloucester and Rerkley. Grantham.	5,700 20,000 11,000 11,493 3,200 5,387 15,000 4,000 3,000 4,000 1,500 Cas 1,432 720 3,000 4,000 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 4,000 1,500 1,500 1,600 1,500 1,600 1,500 1,600	100 15 10 1 1 50 50 50 100 25 10 50 100 100 100 100 100 400 400 400 400 40	18½ 35 14 100 6 1 50 40	10 5 7 7 6 41 10 10 20 24 9 33 4 7	34\\\ 27\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	27 M 65 S 65 S 65 S 66 S 66 S 66 S 67 T 70 S 80 S 60 S 6	Monmouthse Melton Mow Mersey and I Macclesfield Neath	ine bray frwell	256 500 3,000 24' 1,786 21,411 500 800 700 500 3,206 8,144 1,000 8,149 4,433 5,500 1,500 6,486 1,000 8,29 1,066 3,238,31 1,352,75	100   100   100   100   100   100   100   100   100   100   100   125	100 100 1 0 1 0 100 100 100 100 125 150 140 125 145 150 100 26 19 110 100 41 2-3 30 100 63	10 10 21 17 30 21 6 71 25 12 14 19 15 51 6 6 10 8 1 7 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 365 505 25 120 123 480 230 360 240 30 495 10 167 122 28 223 88 57 55 126	117 15 365 25 120 123 480 230 360 240 30 10 57 55 127

STATE WORKS.	Length in miles	Cos	t.	Income		Income.	4.	The	State Ca	nals are a	Il 4 feet	deep, and the	he locks
Particular and the second seco	35	1,524		Income.	Expend	income.	Expen					the canal f	
Y. 1 Black river canal	21		7,000	16.557	10,953	24.618	14 443	anetic	m and	anlt duti	aru to	not inclu	ded in
3 Champlain canal	64		1,604	102,308		116,739		estima	ate of o	cost. Th	he Ger	nesee valle	v and
4 Chemung			1,600		14,486		12,740	Black	river	canals re	equire	large sum	s for th
5 Chenango	97	2,420			15,967		15,960	comp	etion, t	he intere	est of w	vhich addit	ional s
6 Crooked lake	8		5,777	461		1,498	3,951	is mu	ch grea	ter than	the est	imated gro	se inco
7 Erie—enlargement of	363			,880,316				of the	se can	als when	n finisl	hed. The	sums
8 Genessee valley	120	3,739	0,000 .					quired	l to cor	nplete th	ese tw	o canals ar	e \$2,00
9 52 miles opened, cost \$1,500,000					13,819	19,641	15,557	000 a	nd \$60	0,000, m	aking	their total	cost wi
10 Oneida lake	6		0,000	225								109,000; an	
11 Oswego	38		5,437		22,742		28,599	ture is	ncurred	on estir	nated i	incomes (a	dmitted
a. 12 Beaver division canal	25			******		7,381	5,386					\$14,000 res	
13 Delaware canal	60			******		.109,278	22,870		e total 1	receipts f	rom th	he works of	Penn
14 French creek	46				******	901	******	vania	for 18	43 were	\$1,01	9,401; for	1844
In the state of th		69	,276		******	381	205 007	164,32	26, and	the cost	about	30 millions	
10 Columbia lantoad						170 701	138 015	The	e receip	ots for 18	44 wer	re as follow	8:
17 Eastern division	36	****		******	******	110,101	100,010	Canal	tolls,				970,
19 Portage railroad.	130			******		351 100	949 943	Railre	oad tol	ls,	236-5		252,
Western division cons	100			******		331,100	240,540	Motiv	e powe	er, -	and a self		319,
20 Western division canal	100	100			W 25 2 S	1000 :	3008	Truci	3		- Ott		13,
22 West " " "	73 }					101,949	57,633	of wh	ich \$58	55,922 18	from I	118 miles o	rame
io 23 Hocking canal	56	1	,130			5,286	4 130	and \$	578,404	4 from 5	50 mile	es of canal	1500e7.3
24 Miami canal	85	1,660			38,826								
25 Miami extension	105	2,856			30,020	12,723	14 7/41	perty	tax of	51 mills	on the	e dollar.	There
26 Miami northern division	35		,000 .	0,001									
27 Muskingum	91	1,627				00 00-	15,027	1843	\$471,62	23, and i	n 184	4 \$515,393	, the c
28 Ohio	334	4,600			123,398	343,711							
29 Wabash	91	3,028		35,922		49,589							
30 Walhonding	25		,269	838	39,005	1,977	1,238	has ev	chibited	a great	er inc	rease thron	gnout
31 Western road	31	255	.015	7,254	1,782	8,747		counti	ry than	ever bei	tore kn	lown.	STEEL ST
1. 32 Sundry works		11,000	,000 .								on sur	ndry works	yield
33 Maume canal									e what		3 -5-1	de abone 6	1112
l. 34 Sundry works	*****	10,000	,000 .				00 400	Inc	centra	al ramros	m yren	ds above 6 —the Erie	per ce
ch 35 Central railroad	110	1,842		149,987	75,960	211,170	70,000	conte	d_whi	ch is ahl	e to st	and alone.	Catter
36 Southern railroad	08	936	5,295	24,004	7,907	00,511	10,000	~ cpa	~~~	~~~	~~	~~~	-
	Length	20000	-	1843	D		844.	Div.	Value	11.5007	3 2 2	EMARKS.	120
CANALS.	miles.	Cost	100	Incom Gross.	Nett. ce		ome. Nett.	per cent.	cf stock.	mand a F	- KI	emanas.	1198
Blackstone			-							77.7		to file the later	
Bald Eagle Navigation		400	000							100	allanti	Salar and	
Beaver and Sandy, (part)		1:000	000		****					Wen	nav. pe	erhaps, at so	me fut
Charleston (S C)		1,000	,000							time be	enable	d to give th	e parti
Charleston, (S. C.)	184	12 370	470	47 637						lars of a	all thes	se canals.	3.5
Conestota	12	300	000	.,,00,						The C	Chesap	eake and C	)hio ca
Delaware and Chesapeake	13		,000						26	is not	yet cor	mpleted to	the c
Schuvlkill	108	3,500	.000 2	79.795 10	02.221	190,693	120,624		31	mines, l	ience i	its trifling i	ncome
Farmington. James river and Kenhawa										The e	nlarge	ement of th	e Schi
James river and Kenhawa										kill can	al has	been comn	nenced
										The I	Morris	canal was	lately
Middlesex										for one	million	n, about on	e-iouru
Middlesex	10	200	0000								est. It	is said in	tne par
Middlesex. Port Deposit. Delaware and Raritan	10 43	2.900	,000 .	99.623	53.327	131.49	84,455			of its co	12. 2		AA G II
Middlesex. Port Deposit. Delaware and Raritan	10 43	2,900	,000 . ,000 :	99,623	53,327	131,49	84,455			that it is	to be	enlarged.	
Middlesex. Port Deposit. Delaware and Raritan.	10 43	2,900	,000 . ,000 :	99,623	53,327	131,49	84,455			that it is seen no	report,	nor heard	of the
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	10 43 45 80	2,900 300 2,900 2,000	0,000 0,000 0,000 0,000	99,623	53,327	131.49	84,455			that it is seen no	report,	enlarged. , nor heard any engine	or the
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris	10 43 45	2,900 300 2,900	0,000 0,000 0,000 0,000	99,623	53,327	131,49	84,455			that it is seen no	report,	nor heard	or the
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union.	10 43 45 80	2,900 300 2,900 2,000	0,000 0,000 0,000 0,000	99,623	53,327	131,49	84,455			that it is seen no pointme	report,	nor heard	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.	10 43 45 80 101	2,900 300 2,900 2,000 1,000	0,000 0,000 0,000 0,000 0,000	99,623	53,327	131,49	84,455		28	that it is seen no pointme	report, ent of a	nor heard	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris	10 43 45 80 101	2,900 300 2,900 2,000 1,000	0,000 0,000 0,000 0,000 0,000	99,623	53,327	131,49	84,455		28 Estim	that it is seen no pointme	report, ent of a	nor heard	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.	10 43 45 80 101	2,900 300 2,900 2,000 1,000	0,000 0,000 0,000 0,000 0,000	e Length chambe	Size of lo	cks. Depth on mitre sill.	Width o	f canal Surface	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal.	10 43 45 80 101 Length in miles.	2,900 300 2,900 2,000 1,000 No. of I	,000 . ,000 . ,000 . ,000 . ,000 . ,000 .	Length chambe	Size of loof Width.	cks. Depth on mitre sill.	Width o	f canal Surface feet.	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  Jain trunk from Port Colborne to Port Dalhousi	10 43 45 80 101 Length in miles.	2,900 300 2,900 2,000 1,000 1,000 No. of I	0,000 0,000	Length chambe	Size of loof Width feet. 26 1-2	cks. Depth on mitre sill. feet. 8 1-2	Width o Bottom. feet. 45	f canal Surface feet. 81	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal.  Iain trunk from Port Colborne to Port Dalhousi unction branch to Dunville (not adde	45 80 101 Length in miles.	2,900   300   2,900   2,000   1,000   1,000	0,000 0,000	Length chamber feet. 150	Size of lo of Width. feet. 26 1-5 26 1-5	cks. Depth on mitre sill. feet. 8 1-2 8 1-2	Width o Bottom. feet. 45	f canal Surface feet. 81	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan. Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhousi unction branch to Dunyille (not adde	45 80 101 Length in miles.	2,900   300   2,900   2,000   1,000   1,000	0,000 0,000	Length chambe	Size of loof Width feet. 26 1-2	cks. Depth on mitre sill. feet. 8 1-2	Width o Bottom. feet. 45	f canal Surface feet. 81	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhousi unction branch to Dunville for adde below.	45 80 101 Length in miles.	2,900   300   2,900   2,000   1,000   1,000	0,000 0,000	Length chamber feet. 150	Size of lo of Width. feet. 26 1-5 26 1-5	cks. Depth on mitre sill. feet. 8 1-2 8 1-2	Width o Bottom. feet. 45 35 45	f canal Surface feet. 81 71 85	28 Estim	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhousi unction branch to Dunville not adde broad creek branch to Port Maitland below. The St. Lawrence canal.	10 43 45 80 101 Length 5in miles. e 28 d 21 1 1-2	2,900   300   2,900   2,000   1,000   1,000	0,000 0,000	Length chamber feet. 150	Size of lo of Width. feet. 26 1-5 26 1-5	Cks. Depth on mitre sill. feet. 8 1-2 8 1-2 9	Width o Bottom. feet. 45 35 45	f canal Surface feet. 81 71 85	28 . Estim 3,948,	that it is seen no pointme	ended on 1843.	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville Broad creek branch to Port Maitland The St. Lawrence canal. Salops and Port Cardinal Rapid Plat.	10 43 	2,900   300   2,900   2,000   1,000   1,000   1   1   1   1   2	0,000	e Length chamber feet. 150 200 2 200 2 200	Size of loof r. Width. feet. 26 1-5 45	cks. Depth on mitre sill. 181,491  Cks. Depth on mitre sill. 181-2 181-2 199	Width o Bottom. feet. 45 35 45 50 50	f canal Surface feet. 81 71 85	28 . Estim 3,948,	that it is seen no pointme	report, ent of a	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville for adde below. The St. Lawrence canal. Ralpid Plat. Farren's point.	10 43 	2,900   300   2,900   2,000   1,000   1,000   1   1   1   1   2   2   1	0,000	Elength chamber feet. 150 200 2 200 2 200 2 200	Size of lof Width. feet. 26 1-5 26 1-5 45 45	Cks. Depth on mitre sill. feet. 2 81-2 9 9 9	Width o Bottom. 45 35 45 50 50 50	f canal Surface feet. 81 71 85 90 90 90	28 Bstim 3,948,	that it is seen no pointme  Expense:  Sept. 572 2,483	ended 1843. 5,572	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville foot adde below. The St. Lawrence canal. Galops and Port Cardinal tapid Plat. Farren's point. Truwall, passing the Long Sault rapids.	10 43 45 80 101 Length in miles. 2 2 4 11-2	2,900   300   2,900   2,000   1,000   1,000	0,000	e Length c chamber feet. 150 150 200 2 200 2 200 200 200	Size of lof r. Width. feet. 26 1-5 45 45 45 55	cks. Depth on mitre sill. feet. 8 1-2 9 9 9 9 9	Width o Bottom. feet. 45 35 45 50 50 100	f canal Surface feet. 81 71 85 90 90 90 150	28 Estim 3,948,	that it is seen no pointme  Expense to sept. 572 2,480  498  372 1,66	s to be report, ent of a sended 1843. 5,572 973. 5,663	nor heard any engine Incon	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville for adde below. The St. Lawrence canal. Galops and Port Cardinal. Rapid Plat. Farren's point. rnwall, passing the Long Sault rapids. auharnois, do. Cotean. Cedars and Cascades roa	10 43	2,900   300   2,900   2,000   1,000   1,000	000   000	e Length chamber feet. 150 200 2 200	Size of loof r. Width. feet. 26 1-5 45 45 45 45	Cks. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9	Width o Bottom. feet. 45 35 45 50 50 100 80	f canal Surface feet. 81 71 85 90 90 90 150 120	28 Setim 3,948, 672, 865, 1,190	that it is seen no pointme  Expense to the seed of the	s to be report, ent of a sended 1.1843. 5,572 5,663 5,426	Incon 1843. 64,658	er.
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Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhousi unction branch to Dunville not adde Broad creek branch to Port Maitland below. The St. Lawrence canal. Jalops and Port Cardinal. Japid Plat. Farren's point. Fravall, passing the Long Sault rapids. Jauharnois, do. Coteau, Cedars and Cascades roachine, do. Lachine rapids. Jargement of do.  Total from lake Erie to the sea	10 43 45 80 101   Length in miles.   28   21   1 1-2   4   11 1-2   4 11 1-4   8 1-2	2,900   300   2,900   2,000   1,000   1,000   31   3   1   1   7   9   57   5	000   0,000	e Length chamber feet. 150 200 2 200	Size of loof r. Width. feet. 26 1-5 45 45 45 45	Cks. Depth on mitre sill. feet. 8 1-2 8 1-2 9 9 9 9 9	Width o Bottom. feet. 45 35 45 50 50 100 80	f canal Surface feet. 81 71 85 90 90 150 120	28  Estim 3,948, 672, 865, 1,190, old ca 1,001	that it is seen no pointme  ate. Expense to the seen t	973 5,663 6,000 4,439	Incon 1843. 64,658	er.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Jain trunk from Port Colborne to Port Dalhousi unction branch to Dunville not adde Broad creek branch to Port Maitland below. The St. Lawrence canal. Jalops and Port Cardinal. Japid Plat. Farren's point. Fravall, passing the Long Sault rapids. Jauharnois, do. Coteau, Cedars and Cascades roachine, do. Lachine rapids. Jargement of do.  Total from lake Erie to the sea	10 43 45 80 101 Length jin miles. 28 4 11-2 4 11-2 4 11-4 8 1-2 11-4 8 1-2	2,900   3,900   2,900   1,000   1,00	,000 .	ELength of chamber feet. 150 200 200 2 200	Size of lof Width. feet. 26 1-5 45 45 45 45 45 45 45	cks. Depth on mitre sill. 131,49	Width o Bottom. 45 35 45 50 50 100 80 80	Ceanal Surfact feet. 81 71 85 90 90 150 120 120	28  Estim 3,948, 672, 865, 1,190, old ca 1,001	that it is seen no pointme  ate. Expension 1,572 2,483  498  372 1,66 ,087 40 333 6 ,000 44	973 5,663 5,426 0,000	Incom 1843. 64,658	1844.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp.  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville for adde Broad creek branch to Port Maitland below. The St. Lawrence canal. Salops and Port Cardinal. Rapid Plat. Farren's point. Fravall, passing the Long Sault rapids. auharnois, do. Coteau, Cedars and Cascades roa chine, do. Lachine rapids. argement of do.  Total from lake Erie to the sea	10 43 45 80 101 Length 5in miles. 2 2 4 11 1-2 4 11 1-4 8 1-2 12 66	2,900   300   2,900   2,000   1,000   1,000   31   3   1   1   2   2   1   7   9   5   9   5	,000 .	e Length chamber feet. 150 200 200 200 200 200 200 200 200 200 2	Size of lof r. Width. feet. 26 1-5 45 45 45 45 45 45 1843. IRecome.	Cks. Depth on mitre sill. Feet. 8 1-2 9 9 9 9 9 9 9 9 9 9	Width o Bottom. feet. 45 35 45 50 50 100 80 80 80 184 Incom	6 canal Surfact 91 71 85 90 90 90 150 120 120	28  3,948, 672, 865 1,190 old ca 1,001 200 Div. per	that it is seen no pointme  ate. Expense of the sept.	973 5,663 5,426 0,000	Incon 1943. 64,658	1844.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville Broad creek branch to Port Maitland below. The St. Lawrence canal. Salops and Port Cardinal. Rapid Plat. Farren's point. rnwall, passing the Long Sault rapids. auharnois, do. Coteau, Cedars and Cascades roa chine, do. Lachine rapids. argement of do.  Total from lake Erie to the sea mambly.  COAL COMPANIES.	10 43	2,900 3000 2,900 1,000 1	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 11 1-2 3 1-2 48 82 1-2 44 1-5 0 0 0 0	e Length chamber feet. 150 200 200 200 200 200 200 200 200 200 2	Size of lo of Width. 26 1-5 26 1-5 45 45 45 45 45 45 45 88 1843. Income. No.	cks. Depth on mitre sill. Self-2 8 1-2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Width o Bottom. 45 35 45 50 50 100 80 80 36	f canal Surface feet. 81 71 85 90 90 90 150 120 120	28 3,948, 672 865 1,190 old ca 1,001 200	that it is seen no pointme  ate. Expense Sept. 572 2,488  372 1,66 ,067 27, anal. 333 6  ,000 44  Value of stock.	973 5,663 5,426 0,000	Incom 1843. 64,658	1944.
Middlesex. Port Deposit. Delaware and Raritan Southwark. Tide Water. Union. Morris. Dismal Swamp  CANADIAN CANALS.  The Welland canal. Main trunk from Port Colborne to Port Dalhousi function branch to Dunville foot adde below. The St. Lawrence canal. Galops and Port Cardinal Rapid Plat. Farren's point. rnwall, passing the Long Sault rapids. auharnois, do. Coteau, Cedars and Cascades roa chine, do. Lachine rapids. argement of do.  Total from lake Erie to the sea.	10 43 45 80 101 Length 5in miles. 2 2 4 11 1-2 4 11 1-4 8 1-2 12 66	2,900 3000 2,900 1,000 1	,000   ,0	e Length chamber feet. 150 200 200 200 200 200 200 200 200 200 2	Size of lof r. Width. feet. 26 1-5 45 45 45 45 45 45 1843. IRecome.	Cks. Depth on mitre sill. For a sill. Self. Self	Width o Bottom. feet. 45 35 45 50 50 100 80 80 80 184 Incom	6 canal Surfact 91 71 85 90 90 90 150 120 120	28  3,948, 672, 865 1,190 old ca 1,001 200 Div. per	that it is seen no pointme  ate. Expense of the sept.	973 5,663 5,426 0,000	Incom 1843. 64,658	1944.

-	the said of a supplied set of the supplied set of	No. of		RICAN			DS.	49	Div.	. 184	4	Div.		Week en	
Sept.	RAILROADS.	Length	Cost.	and	Number	on	Incom	me.	per	Incom	me.	per.	ous	July 1	16.
BYCAC	discoul of two street street streets where their if of 25	miles.	1000011	debts.	shares.	hare	Gross.		cent.	Gross.	Nett. 62.172	-	1034	Shares.	Price
Me.		50 35	1,200,000				89,997	47,166	7.	131,404	62,172	12	65		103
Aass.		56	1 485 461		CCCCC.		178,745	68,499	6	233,101	86,401		117		114
dass.	4 Roston and Maine extension	171-4	455.703	unfin.									100		****
- 66	5 Boston and Lowell.	26	1 863 746	Maria Carlo	0.23		277,315	144,000	8	316,909 282,701		-	120 114	300	11 1
66	6 Boston and Providence	41	1,886,130	none.	18,600	100	40 141	162,000	6	428,437	195.163		1201	54	i
46	7 Boston and Worcester 8 Berkshire	21	250,000	not stated .			20,3	17,500	1	17,737					
- 11	9 Charlestown branch		000,000	Marson Mar	10-8-3	123-51	For the state of		13	34.654	13.971	51	1124		80
66	10 Eastern	54	2.388,631	100			279,563	140,595	6	337,238 42,759	227,920 $26,835$	. 6	1134	-	1081
66	11 Fitchburg 12 Nashua and Lowell	50	1,150,000	justopn'd		****	84.079		8	94,588	34,944		123		****
66	13 New Bedford and Taunton	20	430.962	2				24,000	6	64,998	24,000				
**	14 Northampton and Springfield		172,882	unfin.							20.464	3	714	3,355	71
a	15 Norwich and Worcester	59	3,170,360	900,000			162,330	24,871	****	230,674	99,464		106	3,300	
33	16 Old Colony	4	63,075												
K	18 Taunton branch	11		0	******			20,000	8	96,687	20,000	8	118	1000	1
E CO	19 Vermont and Massachusetts						,,,,,,,					4			
16	20 West Stockbridge	156	41,516	200 24,686,202	30,000	100	E72 882	094 432		753.753	439.679	3	101	20	102
	21 Western, (117 miles in Mass.,) 22 Worcester branch to Milbury	156	7,686,202	1 506	Hyper Colle	1.00									
6	23 Housatonic, (10 months,)	74	1,244,123	3			******			150,000			31	95	03
on	24 Hartford and New Haven	38	1,100,000	100,000	10,000	100						6	95	25	93
	25 Hartford and Springfield	25 1-2 48	2 600,000 2,600,000				113 889			154,724	79.845		29	625	28
Y.	26 Stonington, (year ending 1st Sept.,) 27 Attica and Buffalo	31	336,211				45 896	7.522		73.248	48.033	0			
1	28 Auburn and Rochester	78	1,796,34	200,000	14,000		189,693	112,000		237,667	152,007	6	1091	1000	
1/8	29 Auburn and Syracuse		766,657			1331	86,291			96,738			116		1:::
10	30 Buffalo and Niagara	22	5 000 000	0	dv.5	10.00						****	29	1,325	30
	31 Erie, (446 miles,)	53	0,000,000					48,000		. 126,020					
	33 Harlem	26	1,206,231	1						. 140,685	62,399		694	170	69
	34 Hudson and Berkshire		5.5,61			50					1,789 58,996		71	7,380	68
	35 Long Island		1.317.893	392,340 3 400,000	10,000	100	69,948	58,780		79,804	45,763	3 0	584	1,000	
Sun	37 Saratoga and Schenectady	22	303,658	8			42,242	3,000	1	34,666	8,455	0			
6	38 Schenectady and Troy	20 1-2	9 640 800	0	Marie A.		28 043			. 32.646	6.365	0 0			
	39 Syracuse and Utica	53	1,115,897	none.	16,000	62	163,701 76,227	72,000		. 192,061	120,992 75,865	8 5	117		
	40 Tonnawanda	43	180.000	2		1	is			. Leeves					
33	42 Troy and Saratoga	25	AME 001	1		10000	44,325	21,000		38.502	9,971	21	120		
16	43 Utica and Schenectady	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199'094	8	132	1	132
. J.	44 Camden and Amboy	61 26	500 000	0			002,000	360,000	1	104,101	401,000	1::::	110		
86	46 New Jersey	34	10 000 000	0	1	1 1 1 1	1		1	A LANGER		1	95	100	95
16	47 Paterson	16	500,000	0								6	90	1,225	
a.	48 Beaver Meadow		1,000,000	0			******								
	50 Harrisburg and Lancaster		860 000	0	Levela		Variable to						. 30		
er (	51 Hazleton branch*	10	190,000	0	The water	1									
ee	52 Little Schuylkill	29	900 000	0		1 1									1
44	53 Blossburg and Corning	40	100,000	0		****	******								
H 3	55 Minehill and Schuvlkill Haven *		315,000	0					. 12				. 80		
33	56 Norristown	. 20	800.000	0		1.18							. 61		
66	57 Philadelphia and Trenton	* 30	400,000	0									. 104		
n	59 Reading	94	9.457,57	07,447,570	40.200	50				. 597,613	343,51	1	. 58	2,330	0 5
**	60 Schuvlkill vallev	* 10	1,000,000	0											
4	61 Williamsport and Elmira	. 25	400,000	0			20,000	200 00			210 000	0	151	11,831	ili
		93		0										11,00	
Md.	. 64 Baltimore and Ohio, (1st Oct.)	. 188	7,623,600	0 0			575,235	5 279,402	2	. 658,620	346,946	6			7 4
66	65 Baltimore and Susquehanna.	. 58		0				3 2 2 3 3		. 212,129	100000	1	24		
Va.	66 Baltimore and Washington	. 38	1,800,000 284,433		2,000	100	177,221	71,69		. 212,129	6 07	4	. 84		
	68 Petersburg	63	969,880		7,690						72,898	8 3	77		
	69 Portsmouth and Roanoke	78 1-9	2 1.454.171	1											
	70 Richmond, Fredericksb'g and Potomac 71 Richmond and Petersburg	* 76	800,000	00						. 185,243	85,688	8 6			
	72 Winchester and Potomac	* 30	500.00	00			******								1
. C	C. 73 Raleigh and Gaston	* 84.1	-2 1,360,000	00 00											
"	74 Wilmington and Raleigh	* 161	1,800,000	00											
. "	75 South Carolina	136	5,671,45	52	34,410	75	001 46	77 A5		. 532,871 . 328,425	1 140,190	6 5	1 4424 4	20000	
	77 Central	190	2.581.72	23	1076		201,469	93.19	0	. 326,420	100,70	1			1:
	[78]Georgia	147 1-	-2 2,650,00	0			248,02	6 158,20	7	248,096	6 147,52	3			
11	179 Montgomery and West Point	89	500,00	00 170,000	0	100				35,000	0 15.00	0			
Ky.	. 80 Lexington and Ohio	. 40	450,00	00											
	82  Mad river	40	152,00	00		1									1:
Ind	1. 33 Madison and Indianapolis	56	212.00	00											
a.	n. Champlain and St. Lawrence	15						12.00	0	58.00	24,00	0	. 110	1	.1

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Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL				L	CONTENTS							6				
tear	m s	hip	Great	Brita	ain											4

The steam ship Great Britain
Pailways of Belgium
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Wear of railroad iron
New route from the Atlantic to Montreal 540
Petersburg railroad
The king of railroads
Bailroad warehouse541
Increase of railway traffic

### AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

#### Thursday, August 21, 1845.

THE COAL TRADE-SCHUYLKILL VALLEY. The shipments by railroad are 24,692 tons, and by canal 7,346 18, making 32,038 18 tons for the

The following is a comparative statement of the trade to same period last year:

waters a ledy firming air of ter mineral	1844.	1845.
Schuylkill, railroad	228,091 07	446,059 09
a canal		125,444 07
Lehigh	173,735 00	225,952 00
Lackawana		160,000 00
Susquehanna	60,000 00	86,526 00
Pinegrove	24,528 16	35,792 12
States Allegate wheeless over a state		

836,556 05 1,079,794 01 836,556 05

tons..... 243,237 16 Increase in 1845.

Import of Coals at Boston .- During July there were received of foreign, 3763 chaldrons. Coastwise, 29,-

021 tons and 40,000 busnels.	
From Pottsville and Port Carbon—total From Schuylkill Haven—total From Port Clinton—total	226,918
Total by railroad	446,097
From Pottsville and Port Carbon-total	76,774
From Schuvlkill Haven-total tons	21.237
From Port Clinton	27,432
Total by canal	125,444

Total by railroad and canal......571,524 LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co. Summit mines, -Room run do., -

-136,710 36,477 Beaver Meadow railroad and coal co., 43.370 From Penn Haven—Hazleton coal co., 35,564 From Rock Port—Buck Mountain coal co., 10,308

225,952

W YOMING COAL TRADE—total	86.5261
PINE GROVE COAL TRADE.—total	35.792
MINEHILL AND SCHUYLKILL HAVEN RAILE	ROAD-
total tons 2	46.826
MOUNT CARBON RAILROAD-total tons 1	51.914
MILL CREEK RAILROAD—total	35,831
[Miners' Jour	nal.

### Arrival of the Hibernia.

The regularity of the Cunard Steamers is truly astonishing. The Hibernia arrived at Boston yesterday in twelve days-and the letters and papers were sent on by the postmaster who chartered the steamboat Traveller expressly for the purpose.

We have received by this arrival our regular files ber,-we shall however draw largely upon them for our next.

The Acadia arrived out on the 29th, in 124 days.

of 2nd Aug., it appears that the amount of railway bracing of the iron bridge on this road—together traffic for the last week was £150,136, or £80,134 with the dimensions and weight of iron work. for passengers, and £22,587 for freight, being an increase of £23,314 over the corresponding week of last year. The half yearly reports of several companies have been recently made, which show a large increase of business. The receipts on the Grand Junction for the past half year are stated at £30,000 greater than the corresponding half yearly report last year, and this notwithstanding the reduction of the fares. The number of passengers has increased 90,000, and freight 22,000 tons. The directors divided ten per cent., and have on hand a reserve fund of £64,000. Having learned by experience the results of reducing fares they are about making another reduction and at the same time increase their speed. The fare is to be from Liverpool to Birmingham, 98 miles, 17 shillings for first class passengers-it is now 20s., and the rates on goods are also to be reduced in a similar ratio.

"The good old mother of railways," as the "Liverpool and Manchester" is justly termed, held its annual meeting, in the usual manner-declared a dividend of 10 per cent. per annum, passed the usual resolutions, and adjourned without any speech making. "Such," says the Chronicle, " is the management of a half yearly meeting, by Mr. Saunders and Mr. Booth."

The Chester and Birkenhead company have declared a dividend of 4 per cent. per annum.

The great topic now under consideration appears to be the turning of canals into railways. The canals from Liverpool to London, through Chester Birmingham and Wolverhampton, are it is said, to be turned into a railway. The proprietors of these canals having become satisfied that they cannot compete successfully with railways, have come to the wise conclusion to be their allies. They have there fore formed a confederation with each other to unite all these canals "into one continous group of cana railways." The water is to be let out and the canals to be filled up in part by levelling the banks. New capital to be raised and then they are to be allied with the present railways, which are to aid in furnishing five millions sterling, and thus avoid rivalry. Thus it is with canals having railroads along side of them, with few exceptions—the Erie canal manner that stage coaches have yielded to railway cars. "This," says the Chronicle, "is truly a gigantic scheme, but we have reason to know that it is not the only one of the kind, a similar intensouthern and wetsern part of England, in the district of the great western railway."

con. We hope the road will now be put in good gers by stage coaches."

Iron Bridge on the Reading Railroad.

ed dimensions of the iron bridge, heretofore referred course of three weeks. The tube, which is now of the English Railway Journals to 2nd inst., incluto in the Journal. We have also a drawing showlaid down over the 54 miles, is now undergoing the sive—in which we find many matters of interest, ing the ground plan and elevation of the bridge, on process of "sealing." The stationary engine at but have space only for a few extracts in this num- a scale of half an inch to the foot, which may be Dartmouth Arms is fixed, and those at the other ber,—we shall however draw largely upon them for seen at our office. seen at our office.

For the American Railroad Journal.

By official returns, says the Railway Chronicle, tracing of one of the main trusses and the bottom

Yours truly, Rosr. Morris, Assist. Engineer, Reading railroad. DIMENSIONS

9	Span at bearings	34	2	September 1
ı	Total length of bed	40	10	IN SER
0	Top chords	2	x2	200
t	Bottom chords	2	x 2	COMPERCY
f	Braces	3	12	TOTAL SA
1	Blocks	6	x 61	x2
	Gibbs			THE PARTY
1	Height of main truss	41	4 ir	ches.
	Bolster			ALEST.
	Vertical bolt			hes.
r	Spaces	1	915	feet.
	Width from outside to outside			
	Width from inside to inside			
0	Horizontal bracing	2	12	17. N.
	From inside of centre truss to outside		25.00	A P
8	main truss		ft. 1	01 in.
	Height of centre truss			
	Floor joists, white pine			0.000
43	A TANK OF THE PROPERTY OF THE			MIET
1	WEIGHT OF IRON WORK.			C. C.
	Total weight of all iron work in ton	. cw	t ar.	lbs.
5	bridge9	8	1	8
-	Weight of one main truss3	0	0	0
	Weight of centre truss2	17	0	0
	Weight of horizontal bolts		10	560
8	Vertical bracing, main truss (cast			
	iron)		500	1972
r,			100	2940
0	The state of the s			376
e	Weight of vertical bolts in main			100 100
-	THE RESERVE THE PROPERTY OF TH	92		COQUE
e	1 年度 本分配 新聞作品 (1) 10 40 40 40 40 40 40 40 40 40 40 40 40 40			934
>-	THE R. L.	200		592
e				
ıl				8294
77	Blocks			1500
	Braces	02/40	720	1680
	End posts			122
	End braces	a'T'	100	138
	Twelve lateral brace blocks	90	1	60
п				

The superior safety of railway over post coach travelling is beautifully illustrated in the following will be an exception-they must yield; in the same extract from the London Railway Chronicle of 2nd inst.

"SAFETY OF RAILWAY TRAVELLING .- Mr. Wakley, the coroner, at an inquest, held on Saturday, on the body of a laborer who had been accidentally tion being entertained by the canal proprietors in the killed on the Great Western last week, said," it was a singular fact, that during the six years he had filled the office of coroner, although 15 miles of Sale of the Munroe (Ga.) Railroad .- We are in- the Great Western, and 14 miles of the London formed that this railroad was sold, on the 5th inst, and Birmingham lines passed through his district, by order of the court. Mr. J. Cowles bid it off at he had not held an inquest on a single passenger \$155,100-one half, it is said, on account of parties who had met his death on a railroad. During the in New York and the other half for citizens of Ma- same time he had held several inquests on passen-

CROYDON AND EPSOM ATMOSPHERIC .- During the week a locomotive has been travelling up and down In compliance with our request, we have been fur- the line from Dartmouth Arms to Croydon, for the nished, by Mr. Morris, the engineer, with the detail- purpose of consolidating it prior to opening in the Epsom line has been commenced under the super-In compliance with your request, I send you a intendence of Mr. Gregory, the acting engineer.

### The Railroads of Belgium.

With a notice of the other modes of Internal Commumerly of the U.S.E.

### BY G. C. SCHAEFFER, C. E.

For the American Railroad Journal.

line completed is 347 miles-148 miles only, having vidend. This he considers, very justly, as one of ges in everything bearing any relation to it. Thus a double track. To defray the expense of constructhe most powerful arguments for the entire control ordinary carriages have increased in number in all tion, the chambers ordered a loan of 150 millions of of the roads by the state, for it alone, is able to place francs with 5 per cent. interest and I per cent. to the the prices so low as to afford the entire benefit of a been introduced for the first time since the opening extinction of the debt. The whole cost of the rail- system of railroads, finding in an infinite variety of of the railroads, and from all the stations the inroads including interest on capital during the time of construction was 150,822,702 73 fr., or 284,119 fr. per kilometre—about \$90,000 per mile. The actual expenditure up to

divided as follows:

Cost of road.....122,742,168 73

stations... 9,471,624 20

Means of transp.: 18,134,947 78 General expense.. 4,398,033 35

The actual expenditure, is therefore, but 258,948fr.

per kilometre.\* The following table shows the average cost of rail-

roads in various countries.

In England .... 500,000 fr. per kilometre. France ..... 380,000 Belgium .... 284,119 Germany . . . 232,000 44 13 - 66 United States, 150,000

COST OF WORKING .- Return for 1845, 347 miles of road.

Receipts:	Passengers	5,166,548 94	Í
audio V. Sou	Baggage	394,731 12	
	Merchandize	1,222,551 95	
9200	Carriages, horses, cattle.	331,174 00	
	Other sources	115,487 30	
	Total	1,230,493 31	

Expenses: Maintenance of road and

stations	1,400,071 34
Transportation	1,160,121 39
Genaral administratio	n. 363,503 56
Cost of locomotion	2,841,734 51
Total	5.765,430 80

Excess of receipts over expenses. 5,465,062 51 fr Thus the net receipts are 48.66 per cent. of the total receipts; the expenses, 51.34 per cent.

Proportion of expense of working, to total receipts.

In	Germany	59-1	per cent.
	Belgium		
	England	50.9	16
	France	49-15	"
	United States	AA.	- 11

The whole amount received on account of the railroads, amounts to a little more than the sum named, being 10,259 50 fr. per kilometre, and paying on the whole capital employed almost exactly 4 per cent. But the state pays annually 6 per cent. on the same capital-the annual loss to government being 2 per cent.-1 per cent. being for a sinking

This apparently unfavorable result is to be considered in connection with the fact that the whole line has been in operation not ten years, and that while the receipts are increasing the expenses are diminishing, as will presently be shown.

REMARKS UPON THE DIRECT AND INDIRECT RE- be transacted in less than half the time at one half SULTS OF THE RAILROADS.—Although pecuniarily the of the expense; for the average cost of travel was nication-translated and abridged from "La Bel-Belgian railroads are not profitable, M. Poussin gique et les Belges," by Major G. T. Poussin, for- considers the result as conformable to general expe- These are direct advantages easily translated into rience, that while the roads between great centres of figures and which cannot be estimated at less than trade and population are profitable, the numerous forty-five millions of francs. lines needful to the supply of the wants of the whole Cost of Construction.—The whole length of population are not so, that is, do not pay a large diways an ample, although indirect return to the treasury, of all moneys expended. We may remark the places not on the line. that this reasoning, although admirable for a monarchical government, is not at all adapted to our fice," " spoils," etc., would in all cases convert public "improvements" to public "curses;" and where observances and economy-in short, great fish eata holy dread of monopolies has left all public inter-ers-in time too, a large supply will be required in ests in the hands of hungry speculators.

It will be seen from the table, that the cost of working the Belgian railroads is greater than it should be, but several things are to be taken into troduction of railroads, likely to be very beneficial consideration. In the first place the material of the to Antwerp. Emigrants for texas and the United roads is as yet insufficient, and many points have States are carried over the Belgian railroads-bag. required immediately on the opening of lines, a gage gratis—and this saving has drawn large numgreater portion of attention to supply their wants bers than could be economically afforded with inadequate means. Particularly in the transportation depart-roads transport couriers and their dispatches gratuiment is this felt, as empty cars have to travel the road to supply the demand at various points,

Another very serious difficulty is the concentration of all the lines at Mechlin and not at Brussels the capital; this is undoubtedly a great mistake and must each year be productive of more disadvantage. The only reason for this arrangement would appear to be the more suitable position for the shops and depots at Mechlin, but the course of trade to the capital should not and cannot be diverted by any such consideration.

The minister of public works has declared that the expenses have reached their maximum while the in this, it is very certain that such remarkable imreceipts are continually increasing. Moreover the full benefit of these roads cannot be felt until the complete connection with the great routes of France and Germany is established and until such inter-national arrangements shall have been made as shall place the intercourse upon the most favorable footing.

The great effect of the railroad system upon society, is not yet fully developed. Already it would appear that railroads are beneficial to large cities and therefore give it a place in the Journal, and ask ruinious to small ones; thus Brussels which before for it a candid perusal by all parties. The columns had many rivals in the provincial cities, is now rapidly outstripping them all.

The effects produced are not to be measured by the return of four per cent. upon the capital invested, but by the influence upon the country in all directions. Before the establishment of railroads, 600,000 passengers travelled annually upon the ordinary roads, now three millions four hundred thousand, (3,400,000) pass over the railroads, nearly ten times the original number-and equivalent to the whole population, while formerly only one individual out of five travelled. What amount of money has been by this means put into circulation-certainly not less than 20 millions of francs. But these three millions and a half of passengers have realized vast benefits in the reduction of expense and cases by two thirds, which can now be devoted to business. Thus twice the amount of business. the saving of time by at least one half, in many business. Thus twice the amount of business may iron.

formerly 2.8 cents per mile; it is now but 1.6 cents.

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But this extraordinary movement of the populacities traversed by the lines, and in some they have creased number is necessary to supply the wants of

The working of quarries, mines, etc., has been very greatly favored by the railroads, while the fish. products, among a people famous for their religious Germany. In fact no branch of industry is without some benefit.

Finally, a new business has arisen from the in-

We must not forget to mention that the Belgian tously; and at a reduced price, music etc., for the national festivals, students of colleges, objects of an or industry intended for exhibition, soldiers and prisoners.

Can we wonder that our author uses the expressive term "vivified," when speaking of the effects of railroads in Belgium. That country has indeed been brought to life by the system and has given a valuable lesson to every nation.

M. Poussin, however, maintains that only under the control of the state, can all these benefits be obtained. Although many may not agree with him provements to a whole nation could in no other manner be accomplished.

(To be continued.)

### Duty on Railway Iron.

The republication of the following letter to the ecretary of the treasury in May 1842, upon a subject of vast importance to the railway cause, may be useful, it is thought by many interested; we of the Journal are open to the discussion of the subject by those entertaining different views.

PHILADELPHIA, May 20, 1842.

To the Hon. W. Forward, Sec. of the Treasury. Dear Sir: The subject to which I beg to call your attention is railway iron, which I observed in your tariff bill lately presented to the house of representatives, it is proposed to charge with \* \$30 per ton duty, being almost equivalent to its first cost in England, and if to this be added the expenses of inspection, export duty from England, the freight, insurance, merchants'

As in many cases the kilometre is mentioned (for we have not thought it requisite in all instances to reduce it to miles,) the reader will please remember that it is equal to 6214, or nearly 5-8 of a mile.

commission, cartage, storage, and all other wards per yard in weight to be imported free shire and other parts of England and also in

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charges, independently of the expenses of get- of duty, for 6 years, say up to the 4th July Scotland, the iron masters, (and also the conrupt very seriously the importation, and thus manufacture of edge rails. To show railways calls for a very enlarged consumpinterfere most essentially with the further what I mean by edge rails, I send you ention of iron (every pound of which must be which for the rapid conveyance (at all sea- of the different patterns of rails in use in the locomotives and iron tenders, iron wagons from the fact that the importation of mercht of the railways in Rhode Island, Massachu-&c. iron and even pig iron, notwithstanding the settts and the eastern states have iron weighhigh duties on them, has continued; I con- ing from 55 to 65 lbs. per yard, and the use clude there is not capital and skill enough in of the flat bar is going out wherever the par railroad company, began with rails 34 lbs. here, and why none ought to be expected to accumulated to justify the cost of replacing tations weigh 55 lbs. and this must give place over the price of bar iron, and if our people but fearing to intrude too much on your time they have been." tn Pennsylvania (where iron can be made I will only mention one other reason, and that this country, but only at three establishments are generally in the same neighborhood, but nies-with as many sets of officers to paypropose to allow edge rails of 40 lbs. and up-therefore until all these establishments or these tions in all parties it will be found impossible

ting it to the line of railway, will amount to 1848, by which time I hope our establish-sumer) are interested to have the importation at least 33 per cent. more, which will make ments will have acquired sufficient extension of railway iron from England continued free the cost of this material so high as to inter-as well as capital and skill to undertake the of duty. Besides, the construction and use of construction of railrways in this country, closed a sheet containing tracings of sections made by the American iron master) in making sons of the year) of intelligence, travellers, and United States and in Europe, but under this wheels, axles, spikes, screws, and a great merchandize, as well as for the defence of the denomination I class all rails which are roll-many other articles of iron which are all to country, may be considered indispensable, and ed that are not flat bars, whether they be of be furnished exclusively by the home produought by all means to be encouraged by the the T pattern, the H pattern, or the bridge cer. I will not trespass more on your time, federal government. If however the manu- pattern or any other pattern that ever has but conclude by reiterating the hope expressed facture of railway iron in this country could been rolled. My reason for restricting the above, viz. that all edge rails of 40 lbs. per be expected within a reasonable time, there minimum weight to 40 lbs, per yard is that yard and above that weight may continue to might be some inducement for endeavoring to the heavier (within reasonable bounds) the rail be imported free of duty 6 years, up to the encourage the home production of it, but the more perfect the railway will be. Most 4th July 1848. I have the honor to remain (Signed,)

this country, engaged in making them, to sup- ties are rich enough to replace it with the per yard, but through successive changes goply the demand. This supposition is based edge rail. The use of the flat bar is most in- ing higher and higher, it now has rails of 70 upon the fact that in the last five years the an- expedient, and, though less in the first cost of lbs per yard. The heaviest iron used on any nual average importation of these two articles, the railway, ends in being more costly as the railway in England,\* is on the London and pig and bar iron, has been about 100,000 expense of repairs, cost of transportation, and Brighton railway, which weighs 76 lbs. per tons. But there has been no edge railway danger of throwing the trains of the tracks, yard. On the Philadelphia and Columbia iron rolled in this country, and it is not rea- render it in every point of view excessively railroad, the rail imported 10 years ago was sonable to expect that any will be until the inferior to the edge rail. In new and poor dis-only 411 lbs. per yard. What has been immanufacture of these (comparatively) raw tricts of country where every penny of ex- ported recently (within 2 years) weighs 56 materials shall be made in sufficient quantity pense in the first cost must be looked after, the lbs. per yard. So also on the Philadelphia to shut out their further importation. The flat bar may be used until by establishing and Reading railroad, their first rails did not cause of no edge railway iron being made channels of trade, sufficient capital may be exceed 42 lbs. per yard, but the recent impor-

G. RALSTON of A. & G., R. & Co."

P. S. The Liverpool and Manchester

be manufactured for some years to come, is them with heavy or edge rails. This has in a few years for rails of 70 to 75 lbs. per that it requires more manipulation, more ex-been done in several parts of the country all yard, to accommodate the heavy trade of coal pensive and very much heavier machinery, ready and will become universal wherever and iron on that road. If a duty on edge rails more skill and experience in rolling, and is railway concerns can bear the expense and be imposed, the importation will cease altoaltogether a more expensive article than mer-inconvenience arising from a change. I gether, or the rails will be rolled lighter and chant iron; and cannot be made even in South might give many other reasons for keeping lighter instead of as experience has taught Wales under 40 shillings per ton advance the duty off edge rails for a few years longer, us they should be, heavier and heavier than

Northern, N. H. and Central Vt. Railcheapest in the United States,) were to at- fects the interest of the American iron master roads.—These two roads, which are to unite tempt it they could not succeed in making it himself. The principal expense of making at the mouth of White river, will complete a at less than \$20 to \$25 per ton over the price iron in this country arises from transporting line of railroad from Boston to Burlington. of bar iron. The manufacture of flat bar materials to the place of manufacture and af- The distance is about 250 miles, and the railway iron, with countersunk holes and mi-terwards the manufactured article to market; route generally exceedingly favorable. The tred or square ends, has been attempted in for example, the ironstone and fuel (wood) line is now controlled by five distinct compaand all in this state\* who have however made the limestone may be 10, 15, or 20 miles off, and distinct establishments to keep up, which not exceeding 400 to 500 tons total. As the the furnace for smelting the ore into pigs is of course greatly increase the expenses of flat bar railway iron has been made in this generally many miles distant from the forge the line and must inevitably sometimes cause country, I suppose the manufacture may be or rolling mill, for converting into merchant disarrangements. There will be accasionally extended and therefore I would encourage its iron, so also the rolling and slitting mills for misunderstandings arising from diversity of domestic production; but it being impossible the manufacture of nails, &c., are usually interest, and causes beyond the control of to make edge rails for some years to come, I still more distant from the smelting furnace, human foresight. With the very best inten-

<sup>\*</sup>The writer is probably not aware that Messrs Gaylord & clements for the manufacture of iron are conCo. of Portsmouth, Ohio, rolled iron in 1841 for the Madison and Indianapolis railroad. [Ed. R. R. Journal.]

\*Since then the heaviest rail used in England is centrated as they are in Wales and Stafford89 lbs per yard. London, July 12, 1845.

a union of interest, a concentration of action, first of Sept., with a view to an immediate miles. and a singleness of purpose? To us it appears commencement of the work." that here is an opportunity for adopting the Hudsonian plan in England, of uniting several short roads under one head-one man- nication require no comment from us. They agement which has proved so eminently suc- speak the right sort of language for those incessful not only to the shareholders by in-terested in railroads; and will we doubt not creasing their profits, but also to the public, be amply sustained by experience. by increasing, to an astonishing extent, its For the American Railroad Journal. facilities for business. Railroads are conyield liberal returns to those who furnish the necessary to manage efficiently, only as many machine shops as are absolutely assential along the line, and as few hangers on as possible; then with low charges, frequent trains, will admit of, the people will be accommoda. ted, and the shareholders liberally compensated for the use of their capital.

We learn from the newspapers that the two companies have recently organized by choosing the following named gentlemen, directors and officers:

" Northern Railroad .- At the meeting of the subscribers to the stock in the Northern railroad, at Concord, says the Boston Courier, the following gentlemen were chosen direc-W. Nesmith of Franklin, Nators-George

"At a meeting of the board of directors, the following officers were unanimously elected: George W. Nesmith president, Nashare was ordered, payable on the first of

September.

" The Central, Vermont, Railroad .- W. organization of this company. Board of di-England and in this country. rectors: Charles Paine of Northfield; Rob. G. Shaw, Samuel S. Lewis, Jacob Foster, of Boston; Daniel Baldwin, James R. Lang-treal, is marked out by our Concord, (N. H.) don, of Montpelier; John Peck, of Burling- friends. The last N. H. Patriot says:

points to see alike, think alike, and act alike. tion exceeds two millions one hundred thou-something less than thirty miles. It is there-Is it not important then that there should be sand dollars, and it will be observed that a fore safe to presume that the distance between call of five dollars is made, payable on the Concord and Portsmouth cannot exceed forty.

### Wear of Railroad Iron.

The facts stated in the following commu-

Mr. Editor :- My attention has been callstructed to facililate business, to accommodate ed to an article in the Journal of the 31st ult. the public, and not to furnish offices for a entitled "wear of railroad iron," which seems few individuals who must live-and, if judi- to prove that the present iron in use will not ciously located and well managed, they will bear a heavy traffic for any length of time. from 35 to 40 miles nearer to the sea-board The writer of this article takes the iron than by any other, and at a point, too, more capital necessary for their construction. The used on the Lowell railroad, and says that favorable than any other upon the coast. interests of the shareholders and those who this iron is of the most approved pattern, viz. pay for the use of the roads are identical, the H weighing 56 lbs. per yard; and goes When the people are well and cheaply ac. on to state that the company have found it sufficient depth of water to float the largest commodated then the shareholders receive necessary to take up and renew the rails, after ships. liberal returns; therefore it appears to us the having born but 420,000 tons, and therefore structive storms often so disastrous in other true policy to have only as many officers as are sets down 500,000 tons as the maximum which iron of that weight will bear.

I will just give the comparison between the Lowell and the Philadelphia and Reading cution of commercial operations." road: and take that portion of the road exand as high speed as the nature of the case tending from Pottstown to Reading a distance of 17 miles. This track was first used in 1837 and there has been transported over one track from that time to the present the following amount of freight, including passengers

merchandize and coal:

Total tonnage up to Dec.: 1841 70,740 tons. '42° 338,000 4 507,608 4 et 11 11 do . . . . . " " "jy 31 '45 421,386 in coal

Total tonnage 1,434,202 Showing more than three times the amount transported over the Lowell road, and yet it doubted right to entertain and express such than Carruth of Boston, Solomon Wildes of has not been found necessary to renew or views as his position leads him to entertain; yet Boston, Timothy Kenrick of Lebanon, Iaac tear up this track. This track is laid with others who look upon the various projected, and Spaulding of Nashau, Charles T. Russell of Trail, and weighs 51 lbs. per lineal yard. The important lines of railroad in New England Boston, and Francis N. Fisk of Concord. second track of this road is laid with the best from a more distant and less interested posi-T rail weighing 61 lbs. per yard; with the tion, with a full understanding of the onward exception of the aforesaid 17 miles and with progress, and advantages of the system, will than Carruth treasurer, and N. G. Upham the experience already had there is no doubt be very likely to entertain a different opinion An assessment of five dollars per but that ten times the above can be rolled -at least within a twelvemonth, if not now. over the road without destroying the rail. A word of advice to those who are engaged announced in our postscript edition of last proved, it is just the contrary, as it abandon- grounds to encourage its friends, and others, it week," says the Burlington Free Press, "the ed altogether on all modern roads both in is in reality an important road, and especially

A New Route from the Atlantic to Mon-

"The distance from Portsmouth to New Charles Paine was chosen president, Sam- of the proposed railroad, is a little over eight The people of Portsmouth and along its line, well H. Walley, jr. of Boston, treasurer, and miles. From Lamprey river to Concord, by will need the road for their own convenience

always for five heads, stationed at distant E. P. Walton, jr. secretary. The subscrip- the most direct of the routes proposed, it is

"For more than half the distancemore than twenty miles from Portsmouth, the face of the country admits of a perfectly level grade, and the variation, for the purposes of economy will render the undulations very slight, and the course nearly straight.

"The remaining part of the distance the course lies through vallies admirably adapted to the purposes of this enterprize, admitting of a very straight and a very level course, requiring in no case, it is believed, a grade of more than forty feet, and probably less than thirty to any one mile. \*

" By this road the whole interior is brought

"Portsmouth, it is admitted, has the best harbor in the United States. Accessible at all times and under all circumstances, with a Completely sheltered from the deports. Unobstructed in the least by ice, in the most severe seasons. And, on the whole, embracing all the facilities and conveniences for a safe, expeditious and economical prose-

Refering to the Portland and Montreal

road, the writer says:

"This work can hardly be set down for this generation, as the same object is attained by way of Concord, with, probably little or no increase in the distance.

"It is justifiable then to presume, that the Concord and Portsmouth road is to be the most eastly line of railroad communication from the Atlantic coast to the Canadas—and it may be added, the easiest and most direct."

We do not give the writer credit for being either a prophet or the son of a prophet-in relation to this matter; yet he has the un-Instead of the H pattern being the most ap- in this new enterprize. Adopt different so to Portsmouth, and therefore should be taken early in hand; and it appears to us that it will be quite as likely to be constructed, at an early period, if it is believed that the Portland and Montreal road will be constructed "At a subsequent meeting of the board, market at Lamprey river village, on the line as if the people were sure it would not be.

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and prosperity; which will not be in any manner increased by depriving Portland of equal advantages. It is a mistaken idea that we have paid about \$32,000 of our debt and the prosperity of one city is arrested because a dividend of 2 per cent. another is increased, if the natural advantages and artificial facilities are equal; yet of the value of our road than the short statewith the best natural advantages, a city will ment that "it pays 3 per cent." not retain its relative position unless it also keep pace with Portland as the road to Monof the investment. This I will give you.
The road is 63 miles, (instead of 60, as in treal will most assuredly be built!"

### Petersburg Railroad.

We republish the following letter, which appeared in the number for the 31st July, that we may correct the errors of the pressand at the same time make an apology for their occurrence. They were marked in the proof, but accidentally omitted in the correction, we shall endeavor to avoid similar omissions hereafter.

PETERSBURG, July 21, 1845.

Editor Railroad Journal-

Sir: - A friend has just called my atten-

"While I think of it I will correct the statement in relation to the road over which I preside, and two

above intended to make a comparison between the two roads unfavorable to the latter, but the impression which the statement must have made on the minds of your readan investment as the last, and that the last only "pays 3 per cent."

Let us see how far this impression is sustained by a more detailed statement in regard

which I preside."

d

The Petersburg (not Petersburg and Roanoke) railroad was finished in 1833. Up of debts.

The receipts of transportation for the 12 months ending Feb. 1st, 1845,

Expenses of all kinds, \$123,670 81

Of the debts due by the company...
And a dividend of 3 per cent .....

Out of the profits of the last six months

This will give your readers a better idea

Your informant, in sending you the state-ment about our road, omitted, no doubt accikeeps pace in its artificial, with less favored dentally, to give all that is necessary to fill rivals. Say therefore to those interested that "this road must be built if Portsmouth would are of importance in ascertaining the value our own eyes.

your list.)

The number of shares 7,690, of \$100 each all paid. The amount of loans and debts Feb. 1st,

1845, was \$94,592. This was reduced to less than \$63,000 July 1st.

Last prices of stock \$75 to \$77.

I have charge also of the Greenville and Roanoke railroad, the cost of which is great-

ly overrated in your report.
This road is 18 miles long. It cost \$284,433. Number of shares 2000 of \$100 each, all paid. Debt, 1st of May last, \$37,544. This road was finished in 1837. Up to May last the company had paid \$46,858 tion to an article in your paper of the 26th of their debt out of the profits of transporta-ult, a part of which I extract, as it is short: tion. No dividend has yet been made. Last sales of stocks 25 to 28.

> The receipts for the fiscal year, end-Interest account ...... 2,673 46-\$19,294 08

> Net income—applied to the reduc-\$6,074 86

I remain respectfully yours, H. D. BIRD.

The King of Railways .- Mr. George I do not suppose that the writer of the Hudson.—There is much more pith in the reply of Mr. Hudson in the following paragraph than kindness or candor in the remark of my Lord Brougham. There are many others, we imagine beside "Lady " " who ers was, that the first was twice as valuable think that his Lordship's "chatterings in the house" oftentimes do more "mischief" than good, and who would give him the same ad- of the pile is also dispensed with, and yet vice, if an opportunity should present, as Mr. Hudson, which we find in Herapath of 12th ry. It is almost impossible to imagine the to the Petersburg road-"the road over July, as follows, viz. "lately Lord Brougham seeing Mr. Hudson in conversation with some peers, stepped up to the place and said, "make ous marine and railway works can be occomway, my lords, that I may be introduced to plished under circumstances which, with the to 1842 it had paid in dividends 54 per cent. In 1842 and 1843 the company rebuilt the road with 15 miles of edge rails, and the battern to me to say, that I have done her a great from the sea, and other extensive undertaroad with 15 miles of edge rails, and the balance with \(\frac{3}{2}\) by 2\(\frac{1}{2}\) inch plate iron, and constructed 3 miles of new road and an expensive bridge across Roanoke river. In these years no dividend was paid, the profits having been absorbed by the new work and the payment of debts.

Hudson, he observed "Lady" has written to me to say, that I have done her a great deal of mischief by my chattering in the house, what would you advise me to do in that case, Mr. Hudson?" "Cease your chattering.'" was the pithy reply. Knowling how impossible that is, the noble look looked very blank, and, mirabile dictu, was been published of the weight and speed of silent for once.

\$41,882 50 will be used exclusively for storing railroad 23,070 00 freight.

Astonishing Increase of Railway Traffic.— We find in the Mining Journal of 12th July the following statement in relation to the in-crease of railway traffic during the last six months. Such is the impulse given to busi-ness and to travel by railroads that we really cannot realize the increase untill we see the figures footed up, and even then so astonishing is the result that we can hardly believe

" Returns of Railway Traffic for the Past Six Months .- It will be seen, by the following return, that the average business of our railways is still progressively on the increase. On thirty-nine lines, embracing nearly 1800 miles, the traffic for the six months ending June, amounts in round numbers to 2,850, 000l,-being an increase of 550,000l more than the corresponding six months of 1844. Of this increase, the London and Birmingham line has 52,000*l*, or 2000*l*, per week; Great Western, 41,000*l*.; Grand Junction, 30,000l.; Midlands, 57,000l.; Brighton, 14,-000l.; and South-Western, 8000l. Taking the value of money at 4 per cent, it gives an increase in the value of the above railway property of upwards of 26,000,000L sterling, the result of increasing prosperity, although, on some lines, considerable extensions have been made."

In speaking of Nasmyth's steam pile \$25,368 94 driver the Mining Journal says, " At the great marine works, at Morice Town, near Portsmouth, the sea wall will be 1600ft. in length, the coffer dam for the construction of which is formed by a bouble row of piles from 45ft. to 66ft. in length, and from 14in. to 16 in. square. The size of this coffer dam is quite unprecedented, and by the use of the steam pile driver a saving of time will be affected of two years, and in money of 50,000l. The pile under the operation is seen to sink into the ground from 1st. to 6st. at a stroke, and the whole time occupied in driving a pile of 66 ft. long, is under four minutes—an operation which, by the old system, took from fifteen to twenty hours; the iron rim on the head the timber remains without the slightest inju-

great and important results which must ensue from this powerful agent, as by it numerfrom the sea, and other extensive underta-kings." We should like to know how this machine differs from "Crams steam pale driver" which has been used on several of our American railroads.

Speed on Railways .- A return has just the express trains on several lines, from which we select the following:-Brighton avera-Railroad Warehouse.—The Auburn and ges 30 tons, performs 50 miles in 1h. and 27 Rochester railroad company have nearly m., or 34 miles per hour, including stoppaper hour; the Birmingham, 271 tons, 1121 Norwich and Worcester railroad. - Accom-

Wales, having obtained a ratent in the United States for his process of smearing Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, tent obtained by the late Rev. F. W. Geissenhamer are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle. A. & G. RALSTON & CO., ja45 No. 4 Sout Fronth st., Philadelphia, Pa.

veyor and General Agent, Bangor, Me. Rail-roads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., pre-pared, and all appertaining business executed.

Boston, { Col. James F. Baldwin, Civil Engineer. Col. J. M. Fessenden, ""

Wm. Parker, Esq., Engineer and Superintendent Boston and Worcester railroad.

AWRENCE'S ROSENDALE HYDRAULIC A Cement. This Cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in

solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Torders for the above will be received and promptly attended to at this office.

32

PASSENGER LINES FROM BOS-TON.

Boston and Maine railroad—Upper route.
Boston to Portland, via Charlestown, Wilmington, Andover, North Andover, Haverhill, Exeter, Dover, Somersworth, Berwick, Kennebunk, Saco, and Scarborough. Passenger trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7½ a.m. and 2½ p.m.; for Great Falls at 1½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for Great Falls at 1½ a.m., 2½, 4½ p.m.; for Haverhill at 7½ a.m., 2½, 4½ p.m.; for Haverhill

rangement.—The passenger trains will run as follows: Leave Boston at 7 and 11 a.m., 2 1-2 and 5 1-2, p.m.; leave Lowell at 74 and 11 a.m., 2 1-2 and 51 p.m. Fare 75 cents.

Nashua and Lowell Railroad.—Passenger trains will run as follows: Leave Boston at 7 a.m. 11 a.m. and 5 p.m.; leave Nashua at 6 1-2 a.m. 11 p.m. and 41 p.m.

SPRING STEEL FOR LOCOMOTY.

Solution of the state of the state promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, 1543 Albany Iron and Nail Works, Troy, N. Y.

SAMUEL NOTT, CIVIL ENGINEER, SUR-RAMUEL NOTT, CIVIL ENGINEER

Woburn Branch Railroad .- Special trains will run as follows: Leave Boston at 8 and 114 a.m., and 3 and 6 1-2 p.m.; leave Woburn Centre at 7 and 9 a.m., and 1 1-2 and 54 p.m. These trains will stop for way passengers anywhere between Woburn Centre and Boston.

WALDO HIGGINSON, Agent B. & L. Railroad Co.

Fitchburg Railroad.—Leave Charlestown at 7 and 11 a.m. and 5 p.m.; leave Fitchburg at 6 1-2 and 11 a.m. and 4 1-2 p.m. Special trains will be run to Waltham and Concord as follows: Leave Concord for Charlestown at 7 a.m.; leave Waltham for Charlestown at 71-2 and 101-2 a.m., 41 p.m. leave Charlestown for Waltham at 91-2 a.m., and 6 p.m.; leave Charlestown for Concord at 6 p. m. On the arrival of the two morning trains at Fitchburg stages will leave for all the principal towns in western Massachusetts, New Hampshire and Vermont.

S. M. FELTON, Eng. and Sup't.

Boston and Worcester Railroad.—Summer arrangement.—For Worcester and way stations at 7 1-9 a.m., 13-4 and 5 p.m.; for Milbury at 7 1-9 a.m., and 2½ p.m.; Newbury-port and Portsmouth 74 a.m. and 2½ p.m.; Newbury-port and Portsmouth 74 a.m., 21-2, 51-2, 64 and 8 p.m.; Salem for Marblehead 8½, 9½ 10½ a.m.; 1, 3½, 100 a.m.; 1, 3½,

A special train will leave Boston for Andover at 12 m., and 4 p.m., per 12 m., and Andover for Boston at 4½ p.m.

The depot in Boston is at the corner of Canal and Traverse streets.

CHARLES MINOT,

Superintendent.

CHARLES MINOT,

Superintendent.

CHARLES MINOT,

Superintendent.

per hour; the Birmingham, 27½ tons, 112½ modation trains, daily, except Sunday. Leave Normalies in 2h. 55m., or 38 miles per hour; modation trains, daily, except Sunday. Leave Normalies in 2h. 28m., or 28 miles per hour; the Great Western, 76 tons, 194 miles in 4½h., or 42 miles per hour, and one train has kept the same time with 94 tons. This calculation, deducting slacking speed and stoppages, gives to the Birmingham and South-Western 43 miles per hour, and to the Great Western 50 miles per hour, averaging 76 tons.

Thus we see that on six of the principal railways in England the average speed is 37½ miles per hour.

To IRON MANUFACTURERS: THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelling from Ore with Antonia States for his process of smelling from Ore with Antonia States for his process of smelling from Ore with Antonia States for his process of smelling from Ore with Antonia States for his process of smelling from Ore with Antonia States for his process of smelling from Ore with Antonia States for his process of smelling from Mortical—Accomment—Passenger trains leave daily, Sundays except Sunday. Leave Normand At p.m. hor Albany; Albany 63 44 m.m. and 2 1-2 p.m. for Boston, For Hartford and Springfield 7 a.m. and 1 1 p.m. for Albany; Albany 63 44 m.m. and 2 1-2 p.m. for Boston, For Hartford and Springfield 7 a.m. and 1 1 p.m. for Albany; Albany 63 44 m.m. and 1 1 p.m. for Albany; Albany 63 44 m.m. and 1 p.m. for Boston, For Works and Every York at 8 p.m. for Worcester at 10 tons; Springfield 7 a.m. and 1 p.m. for Albany; Albany 63 44 m.m. and 2 1-2 p.m. for Boston, For Hartford and Springfield 7 a.m. and 1 p.m. for Albany; Albany 63 44 m.m. and 1 p.m. for Albany; Albany 63 44 m.m. and 2 1-2 p.m. for Boston, For Hartford and Springfield 7 a.m. and 1 p.m. for Albany; Albany 64 4 p.m. for Boston, For Norwich and New York at 5 p.m. daily p.m. for Worcester at 10 for Boston, For Hartford and South Western 7 a.m. and 1 p.m. for Alb Western Railroad. - Summer arrange New York at 6 o'clock next morning For further information apply to Charles A. Read

agent, 27 State street, Bosto JAMES BARNES,

Superintendent and Engineer.

Taunton Branch and New Bedford and Taunton Raitroads—Trains leave Boston for Taunton and New Bedford at 7 1-2 o'clock a.m. and 4 p.m.; leave Providence for Taunton and New Bedford at 8 o'clock a.m. and 4 p.m.; leave New Bedford for Boston and Providence at 7½ o'clock a.m. and 3½ p.m.; leave Taunton for Boston and Proviat 8½ o'clock a.m. and 4½ p.m.; leave Taunton for New Bedford at 9 o'clock a.m. and 5 1-2 p.m. Afternoon trains connect with Stonington cars and steamers for New York. Morning cars connect with the Long Island train on Monday, Wednesday and Friday. W. A. CROCKER, General Superintendent.

Fall river Branch Railroad. — Trains leave Boston for Fall River daily, Sundays excepted, at 7 1-2 a.m. and 4 p.m.; trains leave Fall River for Taunton, Boston and Providence at 7½ am and 3 p.m.; trains leave Fall River for NeeB p ford at 71 and 9 a.m., and 5 1-2 p.m.

For Newport.—Passengers from Boston to New-port will find stages in readiness on the arrival of the morning cars at Fall River to take them on-ward. Fare through \$2. Tickets for the stage will be furnished by the conductor on the Fall Rier Branch Road.

Stages also leave Fall River at 1 o'clock p.m., for Tiverton, Four Corners, Adamsville and Little Compton. SAM'L H. P. LEE, Jr., Compton. Superintendent

TO RAILROAD COMPANIES AND MAN-ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; sizes; English blister, cast, shear and spring seel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is cuaranteed, saving

the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, N. E. cor. 12th and Market sts., Philad., Pa. ja45

FOR SALE, AT A SACRIFICE - A LOCO T motive Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " "
1 Upright Hydraulic Press.
All of which will be sold low, on application to
T. W. & R. C. SMITH.

Founders and Machinist Alexandria, D. C. May 12tf

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FROM PHILADELPHIA.

PASSENGER LINES NORTH AND

EAST.

By Railroad and Steamboat from Amboy. Leave foot of Walnut street daily, Sundays excepted, at 51 a.m. Fare \$3. Forward deck \$2 25. Also for New York, by way of Trenton, Princeton, New Brunswick, Elizabethtown and Newark, N.J., daily from foot of Walnut street, at 9 a.m., and 5 p.m.

Fare \$4.

PASSENGER LINES SOUTH AND

WEST.

Baltimore and Ohio Railroad.

For Cumberland, Hancock, Martinsburg, Harper's ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depot by the regular train, daily, at 714 o'clock, a.m. For Frederick and intermediate mail train which leaves Pratt street depot, at 8 p.m.

Fare \$4.

For Reading and Pottsville. By Reading Railroad. Daily, Sundays excepted, from the Depot, corner of Broad and Cherry streets at 8 a.m. Fare, \$3 50. Second class, \$3. To Reading \$2 25. Second class \$1 90.

For Mauch Chunk and Wilkesbarre.—
By Express and Reliance Line. Daily, from the corner of Broad and Cherry streets, at 9 a.m.
31 PETERS, MILTIMORE & CO.

For Easton and Bethlehem. By Post Coaches. Leave the Office, next door to the White Swan, Race street, daily, at 4 a.m.

31 PETERS, HAMMIT & CO.

Line, via Washington City, and the only line that

For Baltimore. By Railroad. Fare \$2. Via Chester, Wilmington, Elkton, Havre de Grace. Leave Philadelphia, Depot, 11th and Market street, daily, Sundays excepted, at 8 a.m., 4 p.m. Leave Baltimore, Depot, Pratt street, daily, Sundays excepted, at 9 a.m., 8 p.m. Tickets through to Wheeling and Pittsburg can be procured at the Depot.

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For Baltimore, via Lancaster, Columbia and York. By the Susquehanna Railroad, daily, Sunday excepted, leave the Depot 274 Market st., at 71 a.m., and 12 at night, for Columbia, and leave Columbia at 2 p.m. for Baltimore. Dine at York and arrive in Baltimore in time for early tea; passing the strength of the strength sing through the most highly cultivated and beautiful part of Pennsylvania, and romantic part of Ma-

usual at 12, midnight. At Harrisburg this line con-nects with the Railroad and Stage Line for Carlisle, Chambersburg and Pittsburg, with the Packet boats for Lewistown, Huntingdon, Hollidaysburg and Pittsburg; also with the Susquehanna Packet boats to Northumberland, Milton, Muncy, Williamsport, etc. Through tickets for any for any of the above places can be secured at the depot, where every information relative to the above lines will be given.

Passengers for York and Gettysburg will leave in the 7½ line.

JACOB PETERS & CO. 31

For Pittsburg. By the Pioneer and Express Packet Line. Leave the Depot, 274 Market st. above 8th, at 7½ a.m. By this route travellers may be assured of a safe and comfortable passage, every arrangement having been made for their accommodation. Office N. E. 4th and Chestnut sts. Seats may also be procured at the Depot, and at 13 South 3d st. A CUMMINGS, Agent. 31

South 3d st. A CUMMINGS, Agent.

Susquehanna Line of Rail
road Cars and Post Coaches.

This line leaves the depot, corner of Broad and
Cherry streets, daily, [Sundays excepted] at 8 o'clock, a.m., via Reading and Postsville railroad,
for Sunbury, Danville, Cattawissa, Northumberland, Milton, Muncy, Williamsport, Towanda,
Bellefonte, Jersey Shore, Lockhaven, Ralston and
Ellefonte, Jersey Shore, Lockhaven, Ralston and
Ellmira. For seats apply at the stage office, 104
Race street, under the White Swan Hotel,

S. STILES, Agent.

South 3d st. A CUMMINGS, Agent.

Norfolk at 8 a.m. and arrive at Wilmington next
Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; from and brass
castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
apeake and Delaware Bay, and Newcastle and
Frenchtown Railroad.—The well known steamboat
Constitution, Capt. Chaytor, has commenced her
Bellefonte, Jersey Shore, Lockhaven, Ralston and
Elmira. For seats apply at the stage office, 104
Race street, under the White Swan Hotel.

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South 3d st. Wilmington next
Mill gearing and Millwright work generally;
hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; from and brass
castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
apeake and Delaware Bay, and Newcastle and
Frenchtown Railroad.—The well known steamboat
Constitution, Capt. Chaytor, has commenced her
Subscribers are ready to execute orders for the
Subscri

FROM BALTIMORE

Cumberland \$7, and for intermediate distances at the uniform rate of 4cts, per mile. Through tickets are issued between Baltimore and Wheeling respectively, \$11. Between Baltimore and Pittsburg, \$10. Between Philadelphia and Wheeling \$13. D. J. FOLEY, Agent,

For Washington. From Baltimoee at 9 o'clock, a.m.; 5, p.m.; and 111, p.m. By order, 31 D. J. FOLEY, Agent.

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route.

Depot, 11th and Market sts. daily, except Sunday, at 10 a.m. and 4 p.m. G H HUDDELL, Agent. 31

For Baltimore. By Newcastle & Frenchtown Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore to Charleston \$21; whereby the traveller save their money and time. Through Tickets from Baltimore to Charleston. \$21: whereby the traveller saves \$4.25. Bear in mind that this is the great Southern Railroad and Steamboat Line. Fare \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7.50; Baltimore to Fast Mail Line.—Leaves \$1. Fast Mail Line.—Leaves \$1. Fast Mail Line.—Leaves \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore to Petersburg \$7.50; Baltimore to Fast Mail Line.—Leaves \$1. Fast Mail Line.—Leaves \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore to Petersburg \$7.50; Baltimore to Fast Mail Line.—Leaves \$1. The Steamboat Robert Morris, Capt. J. M. Douglass, leaves Dock street wharf daily, except Sunday, at 3 o'clock. Passengers by this line will reach Baltimore to Petersburg \$7.50; Baltimore to Fast Mail Line.—Leaves Mail Capt.—Leaves Mail Capt.—Leaves Mail Line.—Leaves Mail L

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3½ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12½ to 1 p.m.; arrive in Petersburgh, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in well on the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring the latter even if

Passengers by the above line will arrive at Richmond by 11½ o'clock p.m. and Petersburg, Va. by 2½ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, For Pittsburg, via Columbia and Lancaster Railroads. Leave the Depot 274 Market st.
daily, at 74 a.m. The Night Line will leave as risk of any detention at intermediate points as those

For Norfolk and the South, by steamboat through the Chesapeake bay to Norfolk, and then by railroad to Weldon, Wilmington or Raleigh, etc. Leaves Baltimore daily [except Sundays] from Spears' wharf, at 4 p.m., and arrives at Norfolk next morning at 7 o'clock; fare \$6. Leaves Norfolk at 8 a.m. and arrive at Wilmington next Mill gearing and Millwright work generally;

Morning Train for Phila-

For Philadelphia, via York, Columbia and Lancaster, by the Baltimore and Susquehanna railroad. Cars leave from their office, 63 North street, daily [Sundays excepted] at 9 o'clock, a.m. Fare

straight Axles, made from the best refined iron; Straight Axles, made from the best constantly on hand.—

Crank Axles, made from the best constantly on hand.—

Crank Axles, made from the best ron, either hammered or rolled, from 14 in. to 24 in thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective ren and Brass Castings of all descripions.t ja451y ja451v

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridge.

port, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee. G. A. NICOLLS,

Jacave New York at 5 o'arrive in Baltimore at 2½ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steambout.
Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

For Norfolk and the South, by steams?

Jacave New York at 5 o'Reading, Pa.

MACHINE WORKS OF ROGERS, KETCHdersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works beingextensive and the number of hands employed beinglarge, they are enabled to execute both large and small orders with promptness and despatch.

Locomotive steam engines and tenders. Proceedings of the control of the control

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron;

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York.

DAVIS, BROOKS & CO., 21 Broad st., N. York. 31 ja45

### FROM NEW YORK

New York and Harlem Rail Leave City Hall for Yorkville, Harlem and Morrisiania at 5.30, 7, 8, 9, 10, a.m.; 1, 2, 3, 3.30, 4, 5, 5.30, 6, p.m. For Fordham and Williams' Bridge at 5.30, 7, 10, a.m.; 2, 3.30, 5, 6, p.m. For White Plains at 7 and 10 a.m.; 2 and 5 p.m. Leave Morrisiania and Harlem for City Hall at 6.20, 8, 9, 10, 11, a.m.; 2, 3, 4, 2, 5.20, 6, 6.30, 7.45 p.m. Williams' Bridge for City Hall at 7, 7.40, 10.40 a.m.; 2.40, 5, 5.40, 7.20 p.m. White Plains for City Hall at 7.10 and 40.10 a.m.; 2.10 and 5.10 p.m.

New York and Erie Railroad Line. For Middletown, Goshen, and intermediate places.

Two daily lines each way, as follows:—For passengers—The new, fast and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 4 o'clock, P.M., through in five hours. Returning, the care will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets,

H. C. SEYMOUR, Superintendant.

Stages ran from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghampton, Owego, Port Jervis, Honesdale Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc. For Middletown, Goshen, and intermediate places

PASSENGER LINES FOR THE

NORTH AND WEST.

At the office on the wharf.

Evening, or 7 o'clock Line.—Line steamboats for Albany—Daily, Sundays excepted—Through direct at 7 o'clock P.M. from pier between Courtlandt and Liberty streets.—Steamboat Rochester, Capt. R. G. Crittenden, will leave on Monday, Wednesday, and Friday. Steamboat Knickerbocker, Captain A. Houghton, will leave on Tuesday, Thursday, and Saturday.

For Albany and Troy, direct, at 7 o'clock, P.M., from the steamboat pier, foot of Courtlandt street. The Empire, Capt. R. B. Macy, Tuesday, Thursday and Saturday. The Columbia, Capt. Wm. H. Peck, Monday, Wednesday, and Friday.

Leave Troy, at 6 o'clock, A. M., to Boston and Albany; 81, do., do., do.; 2, P.M., to Boston and Albany; 4, do., do., do. Leave Albany at 71 o'clock, A.M.; 91 do., do.; 12, M., or on arrival of the Boston train; 3, P.M.; 6, P.M., or on arrival of the Boston train.—Fare, 121 cents.

Passengers at Albany at 12.

Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane, 31 L. R. SARGENT, Superintendant.

Troy, Ballston, and Saratoga Railroad,—The cars of this road will run as follows:—Leave Troy at 8 o'clock, A.M., daily; do., do., 31, P.M., except Sundays; leave Saratoga at 9, A.M., except Sundays; do., do., 31, P. M., daily.

1. L. R. SARGENT, Superintendent.

Lake Champlain Steambouts.—From Whitehall to Burlington and St. John's—Morning Line on Lake Champlain, making intermediate landings—Passage \$2, breakfast on board.—The Francis Saltus, Capt. H. G. Tisdale, leaves Whitehall, Tuesdays, Thursdays, and Saturdays, at 6 o'clock, a.m., and St. John's Mondays, Wednesdays, and Fridays, at 6 o'clock, a.m. For freight or passage apply to the captain on board.

H. D. FILKINS,

Agent. Trov.

Passengers leaving Troy, Mondays, Wednesdays, and Fridays, at half-past 3 o'clock, p.m., by railroad and packet, will arrive at Whitehall in time for the above boat next morning.

PASSENGER LINE EASTWARD.

Long Island Railroad Brooklyn depot.—Boston train, 84, a.m., daily, stopping at Farmingdale and St. George's Manor; accommodation train, 94, a.m., and 5 pm., for Farmingdale and intermediate places, daily; accommodation train, 3, p.m., for Greenport, daily, stopping at Jamaica, Branch, Hempstead, and Hicksville, and all the stopping places teleproper. and all the stopping places between Hicksville and Greenport. From Greenport depot: Boston train, daily, at 12½ o'clock, m., or on the arrival of steamers from Norwich. Accommodation train at 5, a.m., daily, for Brooklyn and intermediate places. a.m., daily, for Brooklyn and intermediate places.

From Farmingdale depot: Accommodation train at 6‡, a.m., and 2½, p.m., daily, for Brooklyn and intermediate places.

The steamboat Statesman leaves Greenport for Sag Harbor twice each day, on arrival of the trains

Mest.

Morning Line, at 7 o'clock—For Albany, Troy, and intermediate landings.—The steamboat Troy, Capt. A. Gorham, will leave New York, foot of Barclay street, at 7 o'clock, A.M., every Tuesday, Thursday, and Saturday. The steamboat Niagara, Capt. DeGroot, leaves New York at 7 o'clock, A.M. Baggage crates will be in readiness, at the foot of Whitehall street, to receive baggage for the several trains, 30 minutes before the hour of starting from the Brooklyn side.

Afternoon, or 5 and 7 o'clock Line.—At 5 o'clock, P.M., landing at intermediate places, from the foot of Barclay street.—The steamboat New Jersey, Capt. H. H. Fury, will leave on Monday, Wednesday, Friday, and Sunday. The steamboat South America, Capt. M. H. Truesdell, will leave on Tuesday, Thursday, and Saturday. For passesage or freight apply on board, or to

P. C. SCHULTZ,

At the office on the wharf. Regular Mail Line between New York and Boston via Stonington, Providence, and Newport, composed of the following steamers, running in connection with the Stonington and Providence railroads, and the Boston and Providence railroads, and the Boston and Providence railroads. Massachusetts, Capt. Comstock; Mohegan, Capt.—; Nargansett, Capt. Manchester; Rhode Island, Capt. Thayer. Via Stonington, daily, [except Sundays, at 6 o'clock, p.m., from New York, and from Stonington on the arrival of the mail train, which leaves Boston at 5, p.m., and Providence 6½, p.m. The Rhode Island on Mondays, Wednesdays, and Fridays; the Narragansett on Tuesdays, Thursdays, and Saturdays. Via Newport, the Massachusetts leaves New York for Newport and Providence, direct, on Tuesdays, Thursdays, and Saturdays, at 5 o'clock, p.m.

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays.

New York and Boston Railroad Line, via Norwich and Worcester, daily, from pier No. 1, North river, at 6 o'clock, p.m. The Worcester, Captain Bacon, on Tuesdays, Thursdays, and Saturdays. The Cleopatra, Capt. Dustan, on Mondays, Wednesdays, and Fridays.

Boston, without change of cars or baggage.

For Newport and Providence, on Monday, Wednesday, and Friday. This line leaves at 8 o'clock, in the morning, from the foot of Whitehall street South ferry.

Bloasatonic Railroad: Bridgeport and New York.
The steamboat Mutual Safety, Capt. J. B. Lober, leaves New York, from the foot of Market street, every morning, [Sundays excepted,] at 6 o'clock, arriving in Bridgeport at 11 o'clock. Returning, leave Bridgeport at 11, p.m., on the arrival of the cars, arriving in New York at 51 o'clock. The Nimrod, Capt. J. Brooks, Jr., leaves New York daily, at 2, p.m., and Bridgeport 7. a.m. There are no train of cars running in connection with any boat except the Mutual Safety until further notice.

Tickets, if not purchased at the offices on the line of the road, or on board of the boat, will be charged at advanced prices. Dated tickets positively taken only on the day specified. R. B. MASON.

31 Superintendent.

PASSENGER LINES, SOUTH AND SOUTHWEST.

New York and Philadelphia Rail-road Line—Direct. Leaves New York daily, from the foot of Liberty street. Morning Line, 9 o'clock, A.M. Mail Pilot Line, 44 o'clock, P.M. Fare in first class cars, \$4. Second class cars, \$3. Passengers will procure their tickets at the office foot of Liberty street. Philadelphia Baggage Crates are conveyed from city to city without being opened by the way. Each train is provided with a car, in which are apartments and dressing rooms expressly for the Ladies' use.

Camden and Amboy Railroad Line.—For Philadelphia and intermediate places. Leaves Pier No. 2, North River, foot of Battery Place, by Steamboat to South Amboy, daily, Sundays excepted, at 5½ o'clock A.M. Passengers will take the cars at South amboy. Fare to Philadelphia, \$3. Forward deck passengers, \$2 25. To Freehold and Monmouth, via. stages from Hightstown, \$1 50. To Spotswood and West 75 cents. To South Amboy, 25 cents. To Peth Amboy, Tattens, Rossville and Tuffts, 12½ cents. The steamboat Independence will land at each of the above named places going and returning. leav-

the above named places going and returning, lear-ing Perth Amboy at 5 o'clock P.M.

New Jersey Railroad and

New Brunswick and intermediate places, including the ferry, \$65 per annum.

Paterson Railroad. Leave Passengers, on the arrival of the steamers at Al-len's Point, will be immediately forwarded in the splendid and commodious cars of the railroad to Boston, without change of cars or baggage.

31

For Newport and Providence, on Monday, Wed-nesday, and Friday. This line leaves at 8 o'clock,

Morris and Essex Railroad.

Leave New York, 8 a.m., 4‡ p.m.

Leave Newark, 9 a.m., 5‡ p.m. Leave Morristown, 7 a.m. 3‡ p.m. Passengers by the morning train to Morristown, will arrive there at 10‡ o'clock, where stages will be in readiness to convey them to Schoeley's Mountain, Washington, Belvidere and Easton, daily: to Successional Stanbore Newtown, Milford Passengers at Albany should procure tickets at the Boston railroad office, foot of Maiden lane.

I. R. SARGENT, Superintendant.

Schenectady and Troy railroad cars leave as follows:—From Troy, 71 o'clock, A.M., daily; 1, P.M., daily, except Sundays; 72 do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the The A.M., train; and passengers going west of Schenectady, the 73, A.M., or 74, P.M., trains.

South Ierry.

U. S. Mail Line for New Haven, Hartford, and Springfield, from Peck Slip, East river, daily, at 64, a.m., by steamboat New Champion, Captain Joel Morristown, will arrive there at 104 o'clock, where stages will be in readiness to convey them to Schoolows:—From Troy, 74 o'clock, A.M., daily; 1, P.M., daily, except Sundays; 74 do., daily. From Schenectady, 3 o'clock, A.M., daily; 9, do., do., except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the Feyre, every Tuesday, and Saturday, and Owego on Monday, Wednesdays and Friday.

Persons going to Saratoga and north should take the Globe, Capt. Leave New York, 8 a.m., 44 p.m., 4 and passengers by the morning train to Morristown, will arrive there at 104 o'clock, where stages will be in readiness to convey them to Schoolows:—From Troy, 74 o'clock, A.M., daily; 1, P.M., daily, except Sundays; 74 do., daily. From Schoeladay, 3 do., daily.

Persons going to Saratoga and north should take the Feyre, every Tuesday, Thursday, and Saturday, and Owego on Monday, Wednesday, and Saturday, and Saturday, and Saturday, and Saturday, and Saturday, and Helper and Deck Peck, p.m. For Hartford, direct, daily, [Sundays except Sundays; 3, do., daily.

Persons going to Saratoga and north should take the Morristown will arrive in Newton on Tuesdays, Thursday, and Saturday, and Saturday, and Helper and Owego on Monday, Wednesday, and Friday.

1 L. R. SARGENT, Superintendent. One

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